D207.10:3

American Naval Fighting Ships

1778

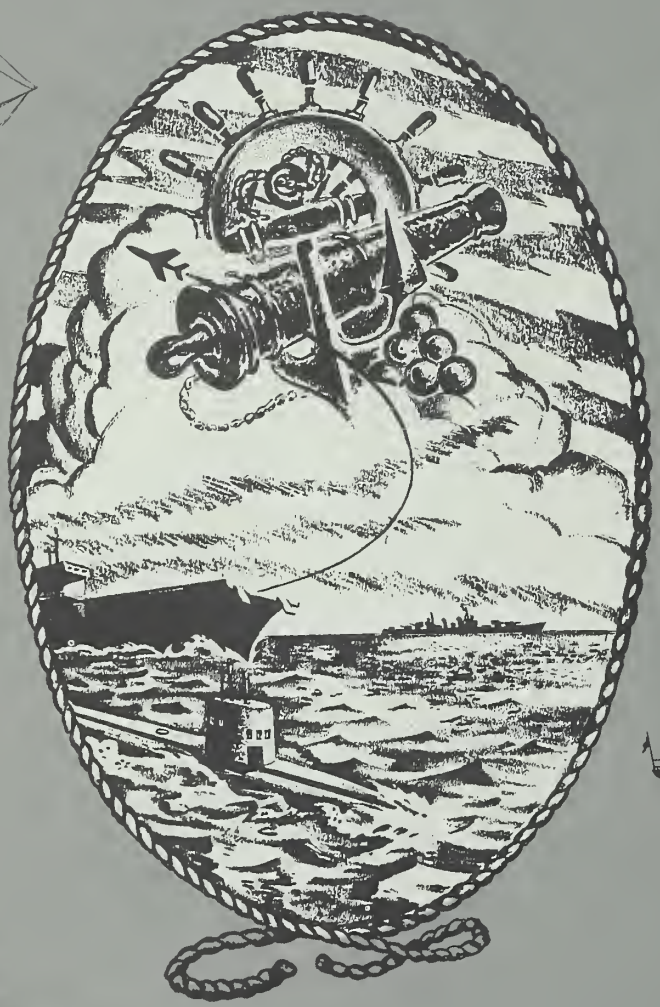
1798

1815

1841

1843

1844



1859

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FLARE

1941

1942

1942

1943

DICTIONARY

OF

AMERICAN NAVAL FIGHTING SHIPS

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Ust'-Maya
Nayakhan
Zaliv Shelekhova
Ostrov Karaginskiy
Yeniseysk
Kirensk
Bodaybo
Nizhneudinsk
Abakan
Ozero Baykal
Irkutsk
Ulan-Ude
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SEA OF OKHOTSK
KAMCHATKA
UNITED STATES—RUSSIA CONVENTION (1867)
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ALEUTIAN
Aleksandrovsk-Sakhalinskiy
SAKHALIN
Biagoveshchensk
ULAAN-BAATAR
MONGOLIA
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Korsakov
KURIL ISLANDS
Ch'ang-ch'un
Vladivostok
Hokkaido
Niu-chuang
Hungnam
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SEA OF JAPAN
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PEI-P'ING
PO HAI
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CHINA
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NAMPŌ
Nagasaki
Kyūshū
Ch'eng-tu
Shang-hai
Hang-chou
EAST CHINA SEA
RYUKYU IS
Okinawa Jima
BONIN ISLANDS
SHOTŌ
BHUTAN
THIMBU
T'AI-PEI
TAIWAN (FORMOSA)
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Kuang-chou (Canton)
Ha Noi
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Eban
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Nukuoro
Brunei
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Strait of Malacca
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Halmahera
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GILBERT ISLANDS
Torawa
Howl
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Bougainville
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Nanomea
NEW GUINEA
DJAKARTA
JAVA SEA
Makasar
Banda Sea
JAVA
Guadalcanal
ELLICE ISLANDS
Santa Cruz Is
INDONESIA
Christmas I
Sumba
Timor Sea
ARAFURA SEA
Port Moresby
Louisiade Arch
Cocos Is
Darwin
Gulf of Carpentaria
Great Barrier Reef
CORAL SEA
Espiritu Santo I
NEW HEBRIDES
FIJI
Broome
Townsville
Îles Chesterfield
TONGA IS
North West Cape
New Caledonia
Noumea
ÎLES LOYAUTÉ
AUSTRALIA

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CARIBBEAN SEA
Coppermine
ARCTIC CIRCLE
Fort Good Hope
Great Bear L
Fairbanks
Dawson
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Yellowknife
Great Slave L
Anchorage
Juneau
Kodiak
Bristol Bay
Alexander Archipelago
Queen Charlotte Is
Edmonton
Calgary
Regina
Lake Winnipeg
Churchill
Ottawa Is
Belcher Is
Prince Charles I
Foxe Basin
Southampton Island
Coats I
Mansel I
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Bluefields
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SAN SALVADOR
EL SALVADOR
MANAGUA
COSTA RICA
PANAMA
PANAMA
Isla del Coco
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COLOMBIA
ARCHIPIÉLAGO DE COLÓN
Tumaco
Isla Isabela
ECUADOR
QUITO
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Christmas Island
Jarvis Island
Malden Island
Starbuck Island
MARQUESAS ISLANDS
Penrhyn
Nuku Hiva
Carolina I
Manahiki
Fatu Hiva
Flint Island
Iles du Desappointement
Pukoruo
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Raroia
TUAMOTU
COOK IS
Manuae
Reao
Iles Tubuai
ARCHIPELAGO
Marutea
TROPIC OF CAPRICORN
Pitcairn Island
Ducie I
EQUATOR

At Pearl Harbor on 31 December 1941 hoisted H-flag
Admiral flag on U.S.S. Grayling as boat
Command of U.S. Pacific Fleet.

C.W. Nimitz, Fleet Admiral, USN

D 108C

FLARE

Dictionary of

American Naval Fighting Ships

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VOLUME III • 1968

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FOREWORD

President Theodore Roosevelt said: "If the proper study of mankind is man, then the proper study of a nation is its own history, and all true patriots should encourage in every way the associations which record the great deeds and the successes and failures alike of the forefathers of their people." Through the years, the U.S. Navy has written a significant part of that history.

Sea power has been instrumental in deciding our Nation's fate through war and peace since the American Revolution, when George Washington said it "was the pivot upon which everything turned." Our destiny today on many frontiers depends largely on the effective use of the seas.

Men shape sea power as they shape all else in life. The greatest strength of the U.S. Navy has been, and always will be, its men. In their hearts and minds and souls lies the destiny of America at sea.

Yet, just as men are the living spirit of sea power, ships are its magnificent manifestation. Ships are the spearhead and visible evidence of the United States' purpose wherever water reaches. On the free sea they are American territory. They extend the frontiers of freedom to the coast of every other land. As a Greek statesman said of the 6th Fleet:

> "I hardly know any countryman of mine who does not rejoice when he sees your beautiful and powerful ships visiting the Greek seas . . . The sea stands for freedom in every human soul, to us it stands for life itself."

A few years later, Americans in the Middle East, caught in the Suez crisis of 1955, for the first time in their sheltered lives in our blessed land of freedom, understood this truth vividly. An evacuee from Asia Minor, expressing appreciation to the Commanding Officer of USS *Chilton* (APA–38), wrote:

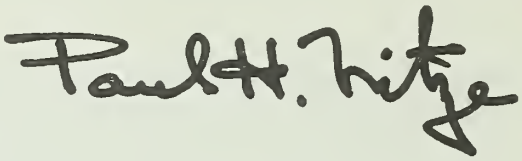
> "When we spied the first U.S. uniforms on the dock we felt wonderful, and finally, when we were aboard the *Chilton*, we felt practically invulnerable. I guess we never realized how much the Flag meant to us until we saw it on the stern of the landing craft, and we will never forget how it appeared that night on the *Chilton's* masthead with a spotlight on it."

Men have other reasons besides security for loving ships. They find in these stout hulls beauty, strength, and tireless purpose as they cleave through broad seas day and night without pause. Most of all, when a man has served in a ship, it becomes one of the deepest loves of his life. He becomes part of it and the ship becomes part of him forever after.

Hence, like its predecessors, this third volume of the *Dictionary of Naval Fighting Ships* will be received eagerly by a host of readers for many different reasons. As men open this volume today and in years to come, may a paramount reason be understanding of what ships represent in the slow upward growth of freedom. Ships, the sea, and freedom are inseparably united. In the words of President Johnson:

> "Sea power is essential to the security of our Nation. The mobility and versatility of our naval forces manifested each day are a constant reminder

to any aggressor that this country has the means to act quickly and decisively to protect the interests of the United States and the Free World. Paradoxically, the powerful United States Navy is a symbol of peace . . . The dedicated men serving in Navy Blue . . . safeguard the peace and freedom of the world and the future of the American way of life."



PREFACE

Ships are the visible majesty of seapower—and consequently of freedom since from earliest times the free sea has offered strength to those who believe in freedom. Therefore we issue this third volume of the *Dictionary of American Naval Fighting Ships* with confidence of its value. In the years ahead this fleet of books will contain a brief biography of every ship that has served the United States in her strange and divine surge to the leadership of man—and of his bright dream of freedom under God for all.

"Porte after toyle in weary seas" well expresses our gratification to have launched hull number 3. When Volume II commissioned 4 years ago to quickly become a "GPO best seller", we promised ourselves to have this third one in your hands long before now. Very soon thereafter we met headwinds in the loss of staff and in the press of other work.

Now that this volume comes to you we hope you will find it a better "Mark and Mod." than its predecessors. We have earnestly labored to make it so. Several readers have gone over each history. We have added more detail in many of them, more photographs, broader perspective. Otherwise our Op-Plan has remained essentially the same as given in the introductions to Volumes I and II.

Perhaps we should make the further qualification that we have added more special appendices than originally envisioned. Three unique ones ornament this book—"Civil War Ordnance"; "Monitors"; "Historic Ship Exhibits". Each is an outstanding contribution that in itself makes this work worthwhile. Further special appendices under consideration for future volumes include such titles as "The Continental Navy"; "Ships-of-the Line"; "Task Forces of World War II"; and "Ship Losses by Wars".

Some of these will come from the hands of dedicated seekers of truth outside the division as in the case of "Civil War Ordnance" by Eugene Canfield and "Monitors" by Lieutenant Richard Webber, USNR, who also helped in other ways while attached to the division. Indeed many men and women outside the division have also helped with other parts of the book. To them of the staffs of the bureaus and offices, within and outside the Navy Department and to the many interested Americans elsewhere we express our warm appreciation; and especially to: Dr. K. Jack Bauer; Mr. Howard I. Chapelle; Mr. Robert J. Fletcher; Captain Neville T. Kirk, USNR; Mr. John Maffett; Miss Olga B. Mager; Midshipman Samuel L. Morison; Mr. Dave Rosenberg; Mrs. Betty W. Shirley; Mrs. Jesse B. Thomas; Mrs. Esther Vail.

Willing workers previously with the division who made important contributions in research, writing, or typing include: Lt. (j.g.) Richard M. Basoco, USNR; Yeoman Second Class Paul Culbertson, USN; Commander Dermott V. Hickey, USN; Miss Sandra L. McNair; Lt. William F. Rope, USNR; Mr. Jesse B. Thomas; Mrs. Dianne Witt.

Happily the Naval History Division is small so that all parts interrelate effectively. Therefore members of other sections of our division made many worthwhile contributions; they are: Dr. William J. Morgan, Head of the General Historical Research Section; Dr. Dean Allard, Head of the Operational Archives Branch, and his most able assistants, Miss Barbara Gilmore, Mr. Richard Von Doenhoff, Mrs. Mildred D. Mayeux, and Mr. Bernard Cavalcante. Very valuable aid has come from Commander Victor J. Robison, Jr., Assistant Curator of the Navy Department, in both selecting and obtaining illustrations for this volume, and from his assistants Mr. Henry A. Vadnais, Lieutenant (j.g.) Jeffrey Bogart, Mrs. Agnes Hoover and Chief Yeoman Terrance Sklodoski. The Navy Department Library a branch of the Naval History Division with Mr. W. B. Greenwood at the helm and his assistant, Mr. Fred Meigs, provided source material on the older ships. Others not directly connected with the DANFS project who have made giant contributions are: the veterans Mr. Loyd A. Olsson and Mr. Don Martin.

The late Mrs. Ethel S. Talley and her successor, Mrs. Emily Fishe, provided data on new ships. Some of the writing was performed under contract by Mr. Wayne S. Knight, while others produced historical sketches while on Naval Reserve training duty; those include Comdr. Ernest H. Post, Jr., Lt. Bernard A. Barufaldi and Chief Journalist Joseph J. Sarver.

In every stage, including final editing, the project, like all others of this busy division has benefited greatly from the wise and able guidance of Captain F. Kent Loomis, USN (Ret.), Assistant Director of Naval History.

The basic credit for this volume goes to Commander Clayton F. Johnson whose skilled hand shows through all these pages and to the small section he heads that has a host of work, besides this publication, devoted to morale and esprit—such as Ships' Names and Sponsors, Insigna, Historic Plaques, Command Histories, and that constant flow of queries by mail, telephone, and visitors.

Within the section this volume has enjoyed the effective writing and editing of Lieutenant John C. Roberts in its early stages and of his successors. Besides him, basic writing was done by some of those previously mentioned and now separated from the division; however, the lion's share of basic writing was performed by Mr. Raymond J. Iwanowski, who has just recently departed for another field of work, and his most able co-worker, Mr. James V. Stewart, Jr. Miss Joan A. Schrader and Mr. John Reilly, Jr., provided willing and able assistance by proofreading, rewriting, and performing administrative chores. High speed and accurate writing, typing, and record keeping has stemmed from Mrs. Jo Ann Ward, Chief Yeoman Carmen Vitelli, and Yeoman Second Class Jack Street, all of the Ships' Histories Section.

Including Confederate Ships, these three volumes contain the histories of some 5,000 warships that have served the destiny of this sea-girt land of ours. At the outset we estimated a total of over 10,000 histories and a listing of several thousand other noncommissioned craft. Revised "Op-Plans" to include histories of all named ships, whether or not commissioned and the scouting out of little known obscure vessels that served the United States in war have swelled the total to 14,000 or more. So we still have a long voyage to complete.

Each warship has well served our country in duties great or small. Their records span the full history of America, sometimes in ships of the same name, for ships, like men, can have noble ancestry. Their histories *are* the history of America, for in them lie much of her strength and salvation. The key to victory in every war that has come to our country has lain at sea.

This was true in the days of sail in the American Revolution. It was true in the days of steam from the Civil War to World War II. It is true in this swiftly changing age of nuclear power, space flights and exploration to the depths of the sea. It will continue true into the long future.

E. M. Eller,
Rear Admiral, USN (Ret.),
Director of Naval History.

4 June 1967

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USS *Maine* entering Havana Harbor	111–SC–94543	710
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USS *Monitor* and CSS *Virginia* engagement 1862. From F. D. Roosevelt Collection. Painting by O. O. Davidson.	NR&L(Old) 16860	713
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USS *Oregon* (BB–3) en route to Cuba in 1898	NR&L(Mod) 36908	715
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USS *South Dakota* (BB–57) propeller at Newport News Va. Courtesy of The Mariners Museum.		718
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The famous planting of the Stars and Stripes on Mt. Suribachi, Iwo Jima, 23 February 1945. A U.S. Marine Corps War Memorial depicting this historic flag raising may be visited near Arlington National Cemetery, Va.	NR&L(Mod) 33409	727
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Continental Ship *Bon Homme Richard* and British *Serapis*		728
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Bow on view of *U–505* in place before the Museum of Science and Industry in Chicago.		732
The Jamestown Ships (l. to r.) *Susan Constant*, *Godspeed*, and *Discovery*. Photo courtesy of T. L. Williams.		733
Kaiulani, sailing as the *Star of Finland* in 1913. Photo courtesy of the National Maritime Historical Society.		735
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Balclutha at San Francisco after restoration. Photo by Karl Kortum.		737
Star of India is a landmark at San Diego		738
The Viking Memorial in Chicago. Courtesy of the Chicago Park District.		738
USS *Maryland* (BB–46)—Bell on the grounds of the State House, Annapolis.	NR&L(Mod) 33409	744

MONITORS APPENDIX II

U.S. Monitor *Kickapoo*—The photograph was probably taken prior to her transfer to Admiral Farragut's West Gulf Blockading Squadron in July 1864. An interesting point is that the Eads' turret forward is outwardly identical to the Ericsson turret aft.	NR&L(Old) 11767	746
Hand colored pen and ink sketch of U.S. Monitor *Squando* apparently drawn by a watchstander on the ship—The drawing was found in the ship's log at the National Archives.	NR&L(Mod) 38235	746
USS *Tallahassee* (ex-USS *Florida*) serving as a submarine tender during the World War I period—Submarines *K–5* and *K–6* are shown alongside on 10 December 1916 in a picture taken in Hampton Roads.	NR&L(Old) 3754	747
The first of her kind, USS *Monitor*, showing the scars of her historic battle with C.S.S. Iron Clad *Virginia*.	NR&L(Old) 19972	748
General plan of the U.S. Iron Clad *Monitor* "deduced from the original drawings of Captain John Ericsson and from actual measurements taken from the vessel"		750
Facsimile of the contract dated 25 October 1861 between John Ericsson and Thomas Rowland for construction of USS *Monitor's* hull at the latter's Continental Iron Works, Greenpoint, N.Y.	NR&L(Mod) 38610, 38611, and 38612.	751
Shiphouse at the Continental Iron Works in which USS *Monitor* was constructed during the winter of 1861–2.	NR&L(Mod) 38609	754
USS *Monterey* in dry dock 22 April 1898—She was the first ship to use the graving dock at what is now Puget Sound Naval Shipyard, Bremerton, Wash. The ram bow and full body, characteristic of "New Navy" monitors, can be seen.		755
This fine contemporary lithograph of *Roanoke* is an example of the ship "portraits" published by Endicott & Co. of New York, N.Y. Endicott & Co. was noted for its excellent craftsmanship and scrupulous attention to detail.	LP–577	755
USS *Monterey* at target practice off Port Angeles, Wash—The splash of one of her 12-inch shells may be seen in the right background.	NR&L(Old) 7710	756

Caption	Identification number	Page
Artist's impression of U.S. Monitor *Kalamazoo*—This is the only representation of this class found to date.	NR&L(Mod) 38146	757
Monitors forming part of the fleet of Rear Admiral D. D. Porter, USN, riding out a gale at anchor off Fort Fisher, N.C., 21 December 1864.		759
Builder's half model of U.S. Monitor *Passaic*, lead ship of her class.		760
U.S. Monitor *Camanche* under construction in San Francisco during 1864—This photograph appears to have been taken shortly before the next one in the group as the ships in the background are the same.	NR&L(Mod) 38106	760
Propeller and rudder arrangement of U.S. Monitor *Passaic*	NR&L(Mod) 38603	761
This gathering of San Francisco notables was probably occassioned by the imminent launching of USS *Camanche* from the yard of Danohue, Ryan and Secor on 14 November 1864. USS *Camanche* was the only monitor to serve on the West Coast until the arrival of USS *Monadnock* in 1866.		762
USS *Camanche* fitting out alongside the pier shown in the center background of the two construction photographs. She was finally commissioned in May 1865.	NR&L(Mod) 38102	763
U.S. Monitor *Camanche* as she appeared in 1898—The Civil War monitors which were not fully rebuilt but which remained on the Navy list received additional deck ventilators and a light hurricane deck over the years, the once long and low clean lines becoming cluttered and ugly.	NR&L(Old) 5809	763
Deck of U.S. Monitor *Catskill*, off Charleston during early 1865—The Commanding Officer, Lt. Comdr. Edward Barrett, is seated in front of the armored pilothouse on top of the turret. Barrett's executive officer, probably Lt. Charles W. Tracy, is standing at his right. The XV-inch and XI-inch Dahlgren smoothbores which formed the armament may be seen through the gunports in the turret. The XV-inch on the left could not be run out of the port because of its size and had to be fired inside the turret through a box mounted in the interior.	NR&L(Old) 20274	764
U.S. Monitor *Lehigh* while operating on the James River during the spring of 1863.	National Archives 111-B-652	764
Body plan of U.S. Monitor *Passaic*	NR&L(Mod) 38613	765
This plan of U.S. Monitor *Passaic* was prepared at the Boston Navy Yard during 1896. The changes made over the years are particularly apparent when these views are compared with the plans drawn during the Civil War.	National Archives RG-19	765
Deck and hold plans of U.S. Ironclad *Roanoke* prepared at the New York Navy Yard in February 1874.	National Archives RG-19	766
Plan view of U.S. Monitor *Onondaga*	National Archives RG-19	767
USS *Onondaga* on the James River during the Civil War. The bulletproof shields installed around the tops of the turrets on many monitors during 1863-1865 are clearly visible.	National Archives 111-B-40	767
U.S. Monitor *Agamenticus* as she appeared shortly after her completion in 1865. The *Miantonomohs* were the only Civil War monitors originally built with hurricane decks, with the possible exception of USS *Dictator*.		768
U.S. Monitor *Miantonomoh* on her historic trip to Europe in 1866-1867—The ship is seen during a visit to Malaga, Spain, 24 December 1866-3 January 1867. The photograph was probably taken on 26 December 1866 when the log made specific mention of the ship being crowded with visitors.	NRSL(Old) 17137	769
Extract from the log of USS *Miantonomoh* including 26 December 1866.	NR&L(Mod) 38607	769
USS *Dictator* on the ways at Delameter Iron Works, New York, N.Y.—From the advanced stage of completion and the overcoats on the figures in the foreground, it seems likely that the photograph was taken in the winter of 1863, shortly prior to the launching of USS *Dictator* on 26 December 1863. Note the minimal overhang of the armored "raft" and the large screw, 21 feet, 6 inches, in diameter.	NR&L(Mod) 38104	770
A lithograph of USS *Dictator* as she probably appeared during the Civil War. No photographs of USS *Dictator* have been located except for the preceding construction photograph.		771
U.S. Monitor *Catawba* of the *Canonicus* class as *Atahuallpa* in the Peruvian navy. American monitors rarely, if ever, used sails except on long ocean passages. Actually the lithograph may depict *Atahuallpa* as she appeared upon departing New Orleans for Peru in 1888. Under the circumstances it would not be surprising to see sails.	NR&L(Mod) 38105	772

Caption	Identification number	Page
U.S. Monitor *Mahopac* on the Appomatox River during the Civil War—The booms extending from the starboard side support netting which served as a primitive minesweeping device. Confederate mooring mines known as "torpedoes," represented a very real threat to all Union warships. The USS Monitors *Milwaukee, Osage, Patapsco,* and *Tecumseh* were lost to mines. The black area results from damage to the original glass negative.	National Archives 111–B–409	772
Engraving by Harley depicting U.S. Monitor *Puritan* as she would have appeared when completed to her original Civil War design.	NR&L(Old) 4754	773
Plan of the spar torpedo equipment designed for installation on USS *Casco,* USS *Chimo,* USS *Napa,* USS *Naubuc,* and USS *Modoc.* USS *Napa* and USS *Modoc* were not commissioned during the Civil War.	NR&L(Mod) 38606	774
Plan of U.S. Monitor *Koka.* USS *Koka* was one of the 15 ships of the *Casco* class to be redesigned and completed as monitors, although she never saw commissioned service.	National Archives RG–19	774
U.S. Monitor *Wassuc,* one of the 15 *Cascos* actually completed as monitors—However, she was never commissioned as this lithograph would indicate. It can only be concluded that the lithograph was prepared in anticipation of USS *Wassuc*'s completion and commissioning. Also, it is interesting to note that the publishers, Endicott & Co., used the same plate for all ships of a given class, changing only the caption.	NR&L(Mod) 38103	776
Onondaga as she appeared while serving in the French Navy under original name—She was carried on the French navy list as a coast defense ship.	NR&L(Old) 20612	777
Mould loft dimensions of *Kalamazoo*	NR&L(Mod) 38615, NR&L(Mod) 38616, and NR&L(Mod) 38617.	778
Body plan of U.S. Monitor *Tonawanda*	NR&L(Mod) 38601	780
U.S. Torpedo Boat *Casco,* name ship of the light draft *Casco* class of monitors, shown on the James River near Dutch Gap during March–April 1865.	National Archives 111–B–5374	780
Photograph of U.S. Monitor *Osage,* probably taken shortly after completion—The armored casing of the sternwheel is conspicuous, as is the "turtleback", characteristic of an Eads design.	NR&L(Old) 396	782
USS *Osage* shown on the Red River during the 1864 expedition in support of General Banks—Additional deck structures erected since the previous photograph can be seen. Thomas O. Selfridge, Jr., who commanded USS *Osage* at this time, spoke in his memoirs of using a periscope mounted on the turret to direct fire of the battery.	NR&L(Old) 21999	782
Plans initially submitted to the Navy by the contractors for the USS Monitors *Marietta* and *Sandusky.*—The ships were not completed until nearly 2 years after these plans were probably drawn and, accordingly, it is not possible to be sure that there were not major design changes prior to their acceptance by the Navy in 1888.	National Archives RG–19	784
U.S. Monitor *Ozark* while part of the Mississippi Squadron in 1864.—The deckhouse and exposed pivot guns may be seen clearly. *Ozark's* pilothouse resembles that which was placed on the main deck of the *Milwaukee* class. The pilothouse on most monitors was approximately 6 feet high but that on *Ozark* appears to be about 12 feet in height.	NR&L(Old) 1603	784
This drawing of the *Milwaukee* class was submitted to the Navy Department by James B. Eads as part of a proposal for warship construction. The ships generally followed the drawing as completed. However, one boiler was added to the middle pair and the pilothouse aft of the forward turret, designed by Eads as a truncated cone, was substantially altered.	National Archives RG–19	786
USS *Puritan*	NR&L(Old) 2141	786
USS *Amphitrite* underway off the Boston Navy Yard 27 August 1901	National Archives 19N–7–11–21	788
USS *Monadnock* under construction in 1892—The indented area running the length of the hull provided the support for the wood backing of the armor belt.	National Archives 19N–7–14–2	788
USS *Amphitrite* under construction at the Norfolk Navy Yard.—The wood backing for the armor has been set in place but the belt is not yet installed. The tall military mast which was typical of the "New Navy" monitors has already been set in place.	National Archives 19N–7–11–3	789
USS *Monadnock* enroute from San Francisco to Manila in 1898.—Note the amount of water being taken over the main deck of the "new" monitor in a relatively light sea.	NR&L(Old) 14078	789
Plan of U.S. Monitor *Manadnook*	National Archives RG–19	790
USS *Wyoming* on the building ways at the Union Iron Works, San Francisco, Calif.—The photograph was taken 30 June 1900.		791

Caption	Identification number	Page
Outboard profile of USS *Monterey*	NR&L(Old) 17682	791
USS *Florida* being outfitted at the Crescent Shipyard of Lewis Nixon, Elizabethport, N.J.—The photograph was taken sometime in 1901–02. Another characteristic of the "New Navy" monitors was the towering stack.	NR&L(Mod) 38097	792
Launch of USS *Arkansas* at Newport News Shipbuilding and Drydock Co., Newport News, Va., 10 November 1900.	NR&L(Old) 37880	792
U.S. Monitor *Miantonomoh* lying at Boston in 1874—Her armor, turrets and other fittings have been removed and she is in reality only a hulk. At the same time construction of the second monitor to be named USS *Miantonomoh* was beginning.	NR&L(Old) 2807	793
USS *Arkansas* fitting out at the Newport News Shipbuilding and Drydock Co., 1 July 1902—Her armament is completely installed and the ship is only four months away from commissioning. The ship in the aft background is the battleship USS *Missouri*.	National Archives 19N–7–9–3	794
Although the last monitor was stricken from the Navy List before World War II, the type nevertheless played a role in the career of the Navy's greatest wartime leader. USS *Tonopah* (ex-*Connecticut*) served periodically as Lt. Nimitz's (later Fleet Admiral Nimitz) flagship when he was Commander. Atlantic Submarine Flotilla, from 20 May 1912 to 30 March 1913.	NR&L(Mod) 33163	794
U.S. Monitor *Saugus* on the James River during the Civil War—The booms and netting protruding from the bow of USS *Saugus* are a so-called "torpedo rake", designed to sweep Confederate mines from the path of the ship.	National Archives 111–B–398	796

CIVIL WAR NAVAL ORDNANCE APPENDIX III

Commander Dahlgren and the Dahlgren gun. From Harper's Weekly 20 April 1861.	NR&L(Old) 21708	799
Dahlgren shell guns.—The lock-lugs for mounting the hammer are shown near the vent. Original drawing by author. The 4-wheel common carriage was used to mount 32-pdrs in broadside. From 1866 *Ordnance Manual*.	----------	801
The 4-wheel common carriage was used to mount 32-pdrs in broadside. From 1866 *Ordnance Manual*.	----------	802
The Marsilly carriage was the usual mounting for the 9-inch shell gun. From 1866 *Ordnance Manual*.	----------	802
The pivot carriage was used for mounting 11-inch shell guns and heavy Parrott rifles. From 1866 *Ordnance Manual*.	----------	804
The 7½-inch Dahlgren rifle, shown with Brooke and Parrott rifles, was never used on board ship. Other Dalgren rifles, except the 12 and 20-pdr bronze pieces, were of the same form. Original drawing by author.	----------	804
The original 15-inch cannon designed by Dahlgren for the monitor turret vent is slightly altered from original concept. Original drawing by author.	----------	806
Monitor turret showing arrangements for 15-inch guns—*Passaic* class monitors had smoke boxes to enclose the muzzle as shown at left. Longer guns and larger ports were used with *Canonicus* class monitors as shown at right. From 1866 *Ordnance Manual*. (Note: The *Canonicus class* is referred to on this plan as the *Tecumseh class*. See Appendix II).	----------	807
Dahlgren howitzer on field carrige. From 1866 *Ordnance Manual*..	----------	810
Open launch, as used by Cushing to torpedo Albemarte, mounting a 12-pdr Dahlgren howitzer on boat carriage. From J. S. Barnes, *Submarine Warfare* (New York: Van Nostrand, 1869).	----------	810
Various fuses and projectiles. Original drawing by author	----------	812
Percussion lock and various smoothbore ordnance. Original drawing by author.	----------	813
Rifle projectiles by Brooke and Dahlgren. Original drawing by author.	----------	814
Civil War naval ordnance	----------	815
Initial velocity of guns	----------	817
Cost of guns	----------	817
Armament of a few ships	----------	817
Admiral Dahlgren	----------	818

ADDENDA TO APPENDICES OF VOLUMES I AND II APPENDIX IV

Caption	*Identification Number*	*Page*
Experimental gunnery ship *Mississippi* (AG–128), the former battleship BB–41, made giant contributions in gunnery and ordnance developments. She launched the Navy into the age of the guided missile war ships. Her terrier missile installation was completed in the Norfolk Navy Yard by 9 August 1952, followed by successful firing in the Cape Cod area, off Georges Bank, 28–29 January 1952. Her newly developed terrier missile systems made their first appearance in the active fleet in *Boston* (CAG–1) when recommissioned as a guided missile cruiser 1 November 1955, followed by *Canberra* (CAG–2) when recommissioned as a guided missile cruiser 15 July 1956.		821
Guided missile cruiser USS *Albany* on 30 January 1963 successfully fired three surface-to-air test missiles simultaneously—the first such launching by any Navy in the world.	USN 711235	822
Skate at North Pole		823
Launching of *Blueback* (SS–581), the last fleet submarine with diesel-electric power contracted for and launched by the U.S. Navy. She incorporates all recent developments in submarine construction, with the exception of nuclear power, and far surpasses her predecessor types of diesel-electric submarines.	USN 1041989	826
USS *Nautilus* (SSN–571)	709366	828
USS *Sturgeon* (SSN–637)		829
Inaugural cruise of *George Washington*		833
President John F. Kennedy's letter to Admiral Galantin		834
USS *Benjamin Franklin* (SSBN–640), the 30th of the 41 polaris submarines.	SP–397	835
A polaris 2,500 mile range A–3 missile fired from USS *Lewis and Clark* (SSBN–644)	SP–392	837
Submarine Ballistic Missiles		838
USS *L. Y. Spear* (AS–36)	USN 1110567	840
USS *Richard S. Edwards*		841
Artist's conception of DLG(N)–36		846
USS *Knox* (DE–1052)		849
Artist's conception of CVAN–68		850

SHIPS NAMED "A" THROUGH "F" SINCE PUBLICATION OF VOLUMES I AND II APPENDIX V

The constantly-evolving scientific Navy is deployed and ready to maintain the peace.		856
LSD—amphibious transport dock	USN 1110569	856
PG—gunboat	USN 1110562	857
AGOR—oceanographic research ship		857
AD—destroyer tender	USN 1110566	858
AE—ammunition ship		858
AKA—attack cargo ship	USN 1110561	859
AFS—combat store ship		859
LST—tank landing ship		860
AOE—fast combat support ship		860
PGH—patrol gunboat (hydrofoil)	USN 1110568	861
MSO—mincsweeper, ocean (nonmagnetic)		861
ATS—salvage tug		862
AOR—replenishment oiler		862
AGS—surveying ship		863
ASR—submarine rescue ship		863

ABBREVIATIONS AND SYMBOLS

A—alternating current generator.
a.—armament.
AA—antiaircraft.
AB—crane ship.
ABD—advance base dock.
A/C—Allis-Chalmers Mfg. Co., Milwaukee, Wis. (1942).
ABSD—advance base section dock.
AC—collier.
ac.—aircraft.
ABDA—American - British - Dutch - Australian Command
ACM—auxiliary mine layer.
ACR—armored cruiser.
ACV—auxiliary aircraft carrier; or tender.
Act.—acting.
AD—destroyer tender.
ADG—degaussing ship.
AE—ammunition ship.
A.E.F.—American Expeditionary Force (World War I); or Allied Expeditionary Force (World War II).
AF—store ship.
AFD—auxiliary floating dock.
AFDB—large auxiliary floating dry dock.
AFDL—small auxiliary floating dry dock.
AFDM—medium auxiliary floating dry dock.
AFS—combat store ship.
AG—miscellaneous auxiliary ship.
AGB—icebreaker.
AGC—general communications vessel; or amphibious force flagship.
AGD—seagoing dredge.
AGDE—escort research ship.
AGEH—hydrofoil research ship.
AGL—lighthouse tender.
AGM—missile range instumentation ship.
AGMR—major communications relay ship.
AGOR—oceanographic research ship.
AGP—motor torpedo boat tender.
AGR—radar picket ship.
AGS—surveying ship.
AGSC—coastal survey ship.
AGSL—satellite launching ship.
AGSS—auxiliary, submarine.
AGTR—technical research ship.
AH—hospital ship.
AHP—evacuation hospital ship.
AK—cargo ship.
AKA—attack cargo ship.
AKD—cargo ship dock; or deep-hold cargo ship.
AKI—general stores issue ship.
AKL—light cargo ship.
AKN—net cargo ship.
AKS—stores cargo ship.
AK(SS)—cargo submarine.
AKV—cargo ship and aircraft ferry.
AL—lightship.
ALCo—American Locomotive Co., Auburn, N.Y.
AM—mine sweeper.
AMb—mine sweeper, harbor.
AMc—coastal mine sweeper.
Am-Int—American International Shipbuilding Corp., Hog Island, Pa.
AMS—motor mine sweeper.
AM(U)—coastal mine sweeper (underwater location); or mine hunter.
AN—net laying ship.
AO—oiler; or fuel oil tanker.
AOE—fast combat support ship.
AOG—small oiler; or gasoline tanker.
AOR—replenishment oiler; or fleet tanker.
AOSS—submarine oiler.
AP—transport.
APA—attack transport; or animal transport.
APB—self-propelled barracks ship; or artillery barge.
APb—base repair ship.
APC—cavalry transport.
APc—small coastal transport.
APD—high speed transport.
APF—administrative flagship.
APG—supporting gunnery ship.
APH—transport (fitted for evacuation of wounded).
APL—barracks craft (nonself-propelled).
APM—mechanized artillery transport.
APN—nonmechanized artillery transport.
APP—troop barge, class A.
APR—rescue transport.
APS—mine laying submarine; or transport, submarine.
APSS—transport, submarine.
APT—troop barge, class B.
APV—transport and aircraft ferry.
APY—giant "Y" boat.
AR—repair ship.
ARB—battle damage repair ship.
ARC—cable repairing or laying ship.
ARD—auxiliary repair dock (floating dry dock).
ARDC—auxiliary repair dock, concrete.
ARDM—medium auxiliary repair dry dock.
ARH—internal combustion engine repair ship.
ARH—heavy-hull repair ship.
ARL—landing craft repair ship.
ARM—heavy machinery repair ship.
ARS—salvage ship.
ARSD—salvage lifting ship.
ARST—salvage craft tender.
ARV—aircraft repair ship.
ARVA—aircraft repair ship (aircraft).
ARVE—aircraft repair ship (engine).
ARVH—aircraft repair ship (helicopter).
AS—submarine tender.
ASR—submarine rescue ship.
ASROC—antisubmarine rocket.
ASSA—cargo submarine.
ASSP—transport submarine.
ASW—antisubmarine warfare.
AT—ocean tug.
ATA—auxiliary ocean tug.
ATF—fleet ocean tug.
ATL—tank landing craft.
Atlas—Atlas Imperial Diesel Engine Co., Mattoon, Ill.
ATO—ocean tug, old.
ATR—rescue tug.
ATS—salvage tug.
aux.—auxiliary.
AV—seaplane tender.
AVB—advance aviation base ship.
AVC—large catapult lighter.
AVD—seaplane tender (destroyer).
AVG—aircraft escort vessel.
avgas—aviation gasoline.
AVM—guided missile ship.

AVP—small seaplane tender.
AVR—aircraft rescue vessel.
AVS—aviation supply ship.
AVT—auxiliary aircraft transport.
AW—distilling ship.
AWK—water tanker.
AZ—airship tender (lighter than air).
b.—beam.
BAK—British cargo ship.
BB—battleship.
BBG—guided missile capital ship.
bbls.—barrels.
B.C.—British Columbia.
BIM—ballistic intercontinental missile.
BDE—British escort ship.
Beth-Alam—Bethlehem-Alameda Shipyard, Inc., Alameda, Calif.
Beth-Fair—Bethlehem-Fairfield Shipyard, Inc., Baltimore, Md.
Beth-Hing—Bethlehem-Hingham Shipyard, Inc., Hingham, Mass.
BethPac-SanP—Bethlehem Pacific Coast Steel Corp., San Pedro, Calif.
BethPac-SanF—Bethlehem Pacific Coast Steel Corp., San Francisco, Calif.
BethSb-Wilm—Bethlehem Shipbuilding Corp., Wilmington, Del.
Beth-Spar—Bethlehem-Sparrow Point Shipyard, Inc., Sparrows Point, Md.
BethSt-Balt—Bethlehem Steel Co., Shipbuilding Div., Baltimore, Md.
BethSt-Bklyn—Bethlehem Steel Co., Shipbuilding Div., Brooklyn, N.Y.
BethSt-Quin—Bethlehem Steel Co., Shipbuilding Div., Quincy, Mass.
BethSt-Stat—Bethlehem Steel Co., Shipbuilding Div., Staten Island, N.Y.
Bg—barge.
bhp.—brake horsepower.
blr.—breach-loading rifle.
BM—monitor.
bom—"builders old measurement."
bp.—between perpendiculars (length).
Bt.—boat.
btry—battery.
Buda—Buda Diesel Engine Co.
BUEXP—Bureau Express Boiler.
Buff—B—Buffalo Shipbuilding Co., Buffalo, N.Y.
Buff-E—Buffalo Shipbuilding Co., Erie, Pa.
BUMODT—Bureau-modified Thornycroft boiler.
BUR4DR—Bureau 4—Drum Boiler.
Busch.—Busch Sulzer Brothers Diesel Engine Co., St. Louis, Mo.
BW—Babcock & Wilcox Co., Boiler Div., Barberton, Ohio.
BWA—Babcock & Wilcox Co., 3-drum express-type boiler.
BWA3DR—Babcock & Wilcox header-type boiler.
B.W.I.—British West Indies.
BWSHC—Babcock & Wilcox superheat control boiler.
BWSX—Babcock & Wilcox sectional express boiler.
BW2DR—Babcock & Wilcox 2-drum boiler.
BW2DRD—Babcock & Wilcox 2-drum D-type boiler.
BW2DSU—Babcock & Wilcox 2-drum single-uptake boiler.
C—protected cruiser.
CA—heavy cruiser.
CAG—guided missile heavy cruiser.
cal.—caliber.
car.—carronade.
CB—large cruiser.
C/B—Cooper Bessemer
CBC—large tactical command ship.
CC—battle cruiser; or command ship.
C/C—controlled-circulation boiler.
CCS—Combined Chiefs of Staff.
C/E—Combustion Engineering Co., Chattanooga, Tenn.
CED—Combustion Engineering D-type boiler.
CEH—Cummins Engine Co. Inc.
CEHDR—combustion engineering header-type boiler.
CE2DRD—combustion engineering 2-drum D-type boiler.
CF—flying-deck cruiser.
CFC—controlled forded circulation.
CG—guided missile cruiser.
CGC—Coast Guard cutter.
CG(N)—guided missile cruiser (nuclear powered).
CH—Cutler-Hammer.
Char—Naval Shipyard, Charleston, S.C. (formerly Navy Yard, Charleston).
Chry—Chrysler Corp.
CinCLant—Commander in Chief, U.S. Atlantic Fleet.
CinCPac—Commander in Chief, U.S. Pacific Fleet.
CIW—Columbian Iron Works, Baltimore, Md.
CL—light cruiser.
cl/—class.
CLAA—Antiaircraft light cruiser.
ClBt—canal boat.
CLC—tactical command ship.
CLG—guided missile light cruiser.
CLK—cruiser hunter-killer ship.
CM—mine layer.
CMC—coastal mine layer.
CMC—Continental Motors Corp.
CNO—Chief of Naval Operations.
C.O.—Commanding Officer.
compos.—composite drive (2 diesel engines, electric drive; 2 diesel engines, geared drive; hydraulic couple).
const.—Construction.
cont.—Continued.
Cor—Corvette.
cpl.—complement.
Craig—Craig Shipbuilding Co., Long Beach, Calif.
Cramp—Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
Cres—Crescent Shipyard, Elizabethport, N.J.
CS—scout cruiser.
CSA—Confederate States Army.
CSN—Confederate States Navy.
CSS—Confederate States Ship.
CTB—coastal torpedo boat.
CTF—Commander Task Force.
CTG—Comander Task Group.
Ctr—Cutter.
CTU—Commander Task Unit.
Cur.—Curtis-type turbine.
CV—aircraft carrier.
CVA(N)—attack aircraft carrier (nuclear powered).
CVB—large aircraft carrier.
CVE—escort aircraft carrier.
CVHA—assault helicopter aircraft carrier.
CVL—small aircraft carrier.
CVS—antisubmarine warfare support aircraft carrier; or seaplane carrier.
CVU—utility aircraft carrier.
C.Z.—Canal Zone.
DANFS—Dictionary of American Naval Fighting Ships.
DASH—drone antisubmarine helicopter.
dcp.—depth charge projector.
dcp.(h.h.)—depth charge projector (hedgehog-type).
dct.—depth charge track.
DD—destroyer.
dd.—drydock.
d/d—diesel direct.
DDC—corvette.
ddd.—diesel direct drive.
DDE—antisubmarine destroyer.
DDG—guided missile destroyer.
DDR—radar picket destroyer.
DE—escort ship.
d/e—diesel electric.
DEC—control escort vessel.
ded.—diesel electric drive.
DEG—guided missile escort ship.
DeL—De Laval Steam Turbine Co., Trenton, N.J.
DeL-FB—De Laval & Farrel-Birmingham.
DeL-Falk—De Laval & Falk.
DeL-GE—DeLaval & General Electric.
DeL-Wes—De Laval & Westinghouse.
DER—radar picket escort ship.

de/r—diesel-electric reduction.
derd.—diesel electric reduction drive.
des.—design.
det.—diesel electric tandem motor drive.
DEW—Distant Early Warning System (a radar network across upper North America).
dgd.—diesel geared drive.
Diehl—diehl manufacturing Co., Bridgeport, N.Y.
div.—division.
DL—frigate.
DLG—guided missile frigate.
DLG(N)—guided missile frigate (nuclear powered).
dlt.—double reduction-locked train.
DM—destroyer minelayer; or light minelayer.
DMS—high-speed mine sweeper; or destroyer minesweeper.
dp.—displacement; or dual purpose (guns).
dr.—draft.
D.r.—Dahlgren rifle.
drd.—diesel reduction drive.
D.sb.—Dahlgren smoothbore.
EAG—experimental miscellaneous auxiliary.
EBCo—Electric Boat Co., Groton, Conn.
ED—Electric Dynamic Co., Bayonne, N.J.
ehp.—electric horse power.
EIWHDR—Edgemoor Iron Works header-type boiler.
Ell—Elliot Motor Co., Jeannette, Pa.
EllMach—Ellicott Machine Corp., Baltimore, Md.
ElSpecCo—Electric Specialty Co., Stamford, Conn.
eng.—engine.
enl.—enlisted.
Enter—Enterprise Engine and Foundary Co., San Francisco, Calif.
ew.—extreme width of flght deck.
ex—former.
Exide—Exide Electric Storage Battery Corp., Philadelphia, Pa.
exp.—expansion.
f.—full load (displacement).
Falk-DeL—Falk & De Laval.
Falk-FB—Falk & Farrel-Birmingham.
Falk-GE—Falk & General Electric.
Falk-Wes—Falk & Westinghouse.
FB—Farrel-Birmingham Co., Buffalo, N.Y.
FB-Falk—Farrel-Birmingham & Falk.
FB-Wes—Farrel-Birmingham & Westinghouse.
Fed—Federal Shipbuilding & Drydock Co., Kearny, N.J.
Fiat—Fiat-San Giorgio Ltd., Turin, Italy.
FltBtry—floating battery.
FM—Fairbanks Morse diesel, reverse gear drive (manufactured by Fairbanks More & Co., Beloit, Wis.).
Fore—Fore River Ship and Engine Co., Quincy, Mass.
Fr—Frigate.
FSch—F. Schichau Gmbh., Elbing, Germany.
ft.—fire-tube (Scotch-type boiler).
FW—Foster Wheeler Corp., Mountaintop, Pa.
FWA—Foster Wheeler 3-Drum Express-Type Boiler.
FWHDR—Foster Wheeler Header-Type Boiler.
FWPFS—Foster Wheeler Pressure-Fixed Supercharged Boiler.
FWSFD—Foster Wheeler Single-Furnace D-Type Boiler.
FWSHC—Foster Wheeler Superheat Control Boiler.
FW2DR—Foster Wheeler 2-Drum Boiler.
FW2DRS—Foster Wheeler 2-Drum Superheat Control Boiler.
gal.—gallon.
Gbt—gunboat.
gd.—gundeck.
GDEB-Grot—General Dynamics Corp., Electric Boat Div., Groton, Conn.
GDEB-Quin—General Dynamics Corp., Electric Boat Div., Quincy, Mass.
GE—General Electric Co., Schenectady, N.Y.
gen.—generator.
G.g.—Gatling gun.
GM—General Motors Corp., Cleveland Diesel Division, Cleveland, Ohio.
Gond—gondola.
Gould—Gould Storage Battery Co., Trenton, N.J.
gr.—gross (tonnage).
Gulf—Gulf Shipbuilding Corp., Chickasaw, Ala.
Gy—galley.
Hall-S—Hall-Scott.
HBM—His (Her) Britannic Majesty's.
helo.—helicopter.
Herc—Hercules Motor Corp., Canton, Ohio.
HH—Harlan and Hollingsworth Corp., Wilmington, Del.
HIJMS—His Imperial Japanese Majesty's Ship.
HL—R. L. Hawthorn, Leslie and Co., Ltd., Newcastle-on-Tyne, England.
HMAS—His (Her) Majesty's Australian Ship.
HMCS—His (Her) Majesty's Canadian Ship.
HMNZS—Her (Her) Majesty's New Zealand Ship.
HNMS—Her Netherlands Majesty's Ships.
HORC—Hooven, Owens, Renschler Co., Hamilton, Ohio.
hor3—horizontal triple-expansion.
how.—howitzer.
hp.—horsepower.
HT—Humphreys and Tenant Ltd., London, England.
Hw—Hunter-wheel.
HwGbt—Hunter-wheel gunboat.
HwStr—Hunter-wheel steamer.
IFS—inshore fire support ship.
ihp.—indicated horsepower.
ip.—Intermediate pressure.
int.—international.
Irc—Ironclad.
IrcFltBtry—ironclad floating battery.
IrcGbt—ironclad gunboat.
IrcRam—ironclad ram.
IrcSlp—ironclad sloop.
IrcStr—ironclad steamer.
IrcStFltBtry—ironclad steam floating battery.
IX—unclassified miscellaneous auxiliary (ship).
JCS—Joint Chiefs of Staff.
JHendy—Joshua Hendy.
JTF—Joint Task Force.
k.—knots.
KA—contraction of AKA (attack cargo ship).
Kopp—Koppers Manufacturing Co.
kw.—Kilowatts.
l.—length.
LBP—personnel landing boat.
lbp.—length between perpendiculars.
LBS—support landing boat.
LBV—vehicle landing boat.
LCA—assault landing craft.
LCC(1)—landing craft, control mk I.
LCC(2)—landing craft, control mk II.
LC(FF)—landing craft, infantry (gunboat).
LCI(L)—landing craft, infantry (large).
LCI(M)—landing craft, infantry (mortar).
LCI(R)—landing craft, infantry (rocket).
LCM(2)—landing craft, mechanized, mk II.
LCM(3)—landing craft, mechanized, mk III.
LCM(6)—landing craft, mechanized, mk VI.
LCM(8)—landing craft, mechanized, mk VIII.
LCP(L)—landing craft, personnel (large).
LCP(N)—landing craft, personnel (nested).
LCP(R)—landing craft, personnel (with ramp).
LCR(L)—landing craft, inflatable boat (large).
LCR(S)—landing craft, inflatable boat (small).
LCSL—landing craft, infantry (support).
LSCR—landing craft, swimmer reconaissance.
LSC(S)(1)—landing craft, support (small) mk (I).
LSC(S)(2)—landing craft, support (small) mk (II).
LCT—landing craft, tank.
LCU—landing craft, utility.
LCV—landing craft, vehicle.
LCVP—landing craft, vehicle and personnel.
LHT—lighthouse tender.
lim.—limiting.
lp.—low pressure.
LPD—amphibious transport dock.
LPH—amphibious assault ship.
LSD—dock landing ship.

LSFF—flotilla flagship landing ship
LSI—landing ship, infantry (giant "Y" boat).
LSI(G)—landing ship, infantry (gunboat).
LSI(L)—landing ship, infantry (large).
LSI(M)—landing ship, infantry (mortar).
LSI(R)—landing ship, infantry (rocket).
LSM—medium landing ship.
LSM(R)—medium landing ship (rocket).
LSS(L)—support landing ship (large) mk III.
LST—tank landing ship.
LSTH—landing ship, tank (casualty evacuation).
LSTS—landing ship (utility).
LSU—landing ship (utility).
LSV—landing ship, vehicle.
LT—large tug (Army).
lt.—light (displacement).
Lufkin—Lufkin Foundry & Machine Co.
LVT—landing vehicle, track.
m.—mortar.
MAC—military Air Command.
MAP—Military Assistance Program.
MB—motor boat.
M.C.—Maritime Commission.
mc.b.—moulded beam.
M.C.E.—Maritime Commission Emergency Ship Program ("Liberty" ships).
MCS—mine countermeasures support ship.
M.C.V.—Maritime Commission Victory Ship Program ("Victory" ships).
M.D.A.P.—Mutual Defense Assistance Program.
Mfr.—Manufacturer.
mg.—machine gun.
MHA—minehunter, auxiliary.
MHC—minehunter, coastal.
mis.—missile.
mk.—mark.
mlr.—muzzle-loading rifle.
MM—minelayer, fleet.
mm.—millimeter.
MMA—minelayer, auxiliary.
MMC—minelayer, coastal.
MMF—minelayer, fleet.
Mon—monitor.
Moran—Moran Brothers Co., Seattle, Wash.
Mosh.—Mosher-type boiler.
mot.—motor generator.
mph.—miles per hour.
MS—motor ship.
MSA—minesweeper, auxiliary.
MSB—minesweeper, boat.
MSC—minesweeper, coastal.
MSC—minesweeper, coastal (nonmagnetic).
MSC(O)—minesweeper, coastal (old).
MSF—minesweeper, fleet (steel hulled).
MSI—minesweeper, inshore.
MSO—minesweeper, ocean (nonmagnetic).
MSS—minesweeper, special.
MSTS—Military Sea Transportation Service.
n.—normal (displacement).
NAR—Naval Auxiliary Reserve.
NASA—National Aeronautics and Space Administration.
NaSuCo—National Supply Co.
NATO—North Atlantic Treaty Organization.
NaTran—National Transit Pump & Machine Co., Oil City, Pa.
NATS—Naval Air Transport Service.
NavSyd—naval shipyard.
NavSyd–Bos—Boston Naval Shipyard, Boston, Mass. (formerly Boston Navy Yard).
NavSyd–Bklyn—New York Naval Shipyard, Brooklyn, N.Y. (formerly New York Navy Yard).
NavSyd–Charl—Charleston Naval Shipyard, Charleston, S.C. (formerly Charleston Navy Yard).
NavSyd–Hunt—Hunters Point Div., San Francisco Bay Naval Shipyard, San Francisco, Calif.
NavSyd–LBeach—Long Beach Naval Shipyard, Long Beach, Calif.
NavSyd–MI—Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif. (formerly Mare Island Navy Yard.
NavSyd–Norfk—Norfolk Naval Shipyard, Norfolk, Va. (formerly Norfolk Navy Yard).
NavSyd–Pearl—Pearl Harbor Naval Shipyard, Pearl Harbor, Hawaii (formerly Pearl Harbor Navy Yard).
NavSyd—Phil—Philadelphia Naval Shipyard, Philadelphia, Pa. (formerly Philadelphia Navy Yard).
NavSyd–Ports—Portsmouth Naval Shipyard, Portsmouth, N.H. (formerly Portsmouth Navy Yard).
NavSyd–Puget—Puget Sound Naval Shipyard, Bremerton, Wash. (formerly Puget Sound Navy Yard).
Neafie—Neafie and Levy Ship and Engine Building Co., Philadelphia, Pa.
N.E.I.—Netherlands East Indies.
Nfld.—Newfoundland.
N.G.—New Guinea.
N.I.—Northern Ireland.
NICB—Niclausse-type boiler (built by the Stirling Co., Barberton, Ohio).
Niles—Niles Tool Works Div., General Machinery Corp.
NLSE—New London Ship and Engine Co., Groton, Conn.
NN—Newport News Shipbuilding and Dry Dock Co., Newport News, Va.
NNV—National Naval Volunteers.
NOR—Normand-type Boiler.
Nordb—Nordberg Manufacturing Co., Milwaukee, Wis.
NOTS—Naval Overseas Transportation Service.
NROTC—Naval Reserve Officers Training Corps.
N.S.—Nova Scotia.
NSSC—Naval Shipment Systems Command.
N.W.I.—Netherlands West Indies.
NYd—Navy yard.
NYd–Pensa—Pensacola Navy Yard, Pensacola, Fla.
NYd–Wash—Washington Navy Yard, Washington, D.C.
NYSb—New York Shipbuilding Corp., Camden, N.J.
off.—officer(s).
OIC—Officer in Charge.
PA—contraction of APA (attack transport).
Palm—N. F. Palmer, Jr., and Co., New York, N.Y.
PBM—Twin-engine patrol bomber seaplane, known as "Mariner," manufactured by Glenn L. Martin Co.
PBY—Twin-engine patrol bomber seaplane, known as "Catalina," manufactured by Consolidated-Vultee Aircraft Corps.
PC—submarine chaser (173').
PCC—control submarine chaser (173').
PCE—escort (180').
PCEC—control escort (180').
PCER—rescue escort (180').
PCF—patrol craft, coastal (fast).
PC(H)—submarine chaser (hydrofoil).
PCS—submarine chaser (136').
PCSC—control submarine chaser (136').
pdr.—pounder.
PE—eagle boat.
PF—patrol escort; or frigate.
PG—gunboat.
PGM—motor gunboat.
P.I.—Philippine Islands.
PIRAZ—positive identification and radar advisory board.
Pol.—Polaris (missile).
P.Q.—Providence of Quebec.
PR—river gunboat.
P.R.—Puerto Rico.
P.r.—parrott rifle.
PT—motor torpedo boat.
PTC—motor boat subchaser.
PTF—fast patrol boat.
Pusey—Pusey & Jones, Wilmington, Del.
PY—patrol vessel converted yacht.
PYc—patrol vessel converted yacht (coastal).
QIW—Quintard Iron Works, New York, N.Y.
quad.—quadruple.
quint.—quintuple.
r.—rifle.

RAF—Royal Air Force.
RAAF—Royal Australian Air Force.
RAN—Royal Australian Navy.
RC—Revenue cutter.
RCAF—Royal Canadian Air Force.
RCN—Royal Canadian Navy.
RCS—Revenue Cutter Service.
recip3—reciprocating, triple expansion.
Reg.—Regulus (missile).
rf.—rapid fire.
Rich—Richmond Locomotive Works, Richmond, Va.
Ridg—Ridgeway Dynamo and Electric Co., Ridgeway, Pa.
rkt.—rocket launcher.
RN—Royal Navy.
RNN—Royal Netherlands Navy.
RNZN—Royal New Zealand Navy.
Roach—John Roach and Sons, Chester, Pa.
ROK—Republic of Korea.
s.—speed.
sa.—semiautomatic.
SACEUR—Supreme Allied Commander, Europe.
SACLANT—Supreme Allied Commander, Atlantic.
SACMED—Supreme Allied Commander, Mediterranean.
SAR—Search and Rescue.
sat.—saturated.
sb.—smooth bore.
SC—submarine chaser (110′) ; or cruiser submarine.
Sc—screw.
SCAJAP—Shipping Control Administrator, Japan.
SCC—control submarine chaser (110′).
ScFr—screw frigate.
ScGbt—screw gunboat.
Sch—schooner.
SchBg—schooner barge.
SCOTCH—(Scotch) fire tube boiler (All others are water-tube.).
ScSlp—screw sloop-of-war.
ScStr—screw steamer.
ScTug—screw tug.
SEATO—Southeast Asia Treaty Organization.
SF—fleet submarine.
Sg.—shell gun.
s-g—single & double reduction gears.
sgl.—single.
SHAFF—Supreme Headquarters Allied Expeditionary Forces.
SHAPE—Supreme Headquarters Allied Powers, Europe.
shp.—shaft horsepower.
SINS—Ships Inertial Navigational System.
SL—ship-of-the-line.
Slp—sloop.
SlpW—sloop-of-war.
SlvBg—salvage barge.
SM—mine laying submarine.
SP—motor patrol boat.
sr—single reduction gears.
S.r.—Sawyer rifle.
SS—submarine; or merchant steamship.
SSA—submarine cargo.
SSB—fleet ballistic missile submarine.
SSB(N)—fleet ballistic missile submarine (nuclear powered).
SSC—cruiser submarine.
SSG—guided missile submarine.
SSG(N)—guided missile submarine (nuclear powered).
SSK—antisubmarine submarine.
SS(N)—submarine (nuclear powered).
SSO—submarine oiler.
SSP—submarine transport.
SSR—radar picket submarine.
SSR(N)—radar picket submarine (nuclear powered).
SST—target and training submarine.
St—steam.
StBrig—steam brig.
StBt—steamboat.
stbd.—starboard.
StFr—steam frigate.
Str—steamer.
StRam—steam ram.
StTBt—steam torpedo boat.
StTug—steam tug.
Stw—stern wheel.
StwGbt—stern wheel gunboat.
StwRam—stern wheel ram.
StwStr—stern wheel steamer.
Sun—Sun Shipbuilding and Dry Dock Co., Chester, Pa.
Sup—Superior Marine Manufacturing Co., Milwaukee, Wis.
surf.—surface.
Sw—side wheel.
SwGbt—side wheel gunboat.
SwStr—side wheel steamer.
SwRam—side wheel ram.
SwTug—side wheel tug.
Syd—Shipyard.
t.—tonnage.
T.—Maritime Commission standard type.
Tal.—Talos (missile launcher).
Tar.—Tartar (missile launcher).
TB—torpedo boat.
td.—turbine direct drive.
ted.—turbine electric drive.
Ter.—Terrier (missile launcher).
terd.—turbine electric reduction drive.
TF—Task Force.
TG—Task Group.
THORN—Thonycroft-type boiler.
Tk—Tanker.
tl.—trial (speed).
TLL—tank lighter.
TLLW—tank lighter (medium tank-well type).
torp.—torpedo(es).
Tr—trawler.
Trigg—Wm. R. Trigg Co., Richmond, Va.
Troy—Troy Engine & Machine Co.
trp.—troop capacity.
tt.—torpedo tubes.
TU—Task Unit.
tur.—turbine.
UDT—Underwater Demolition Team.
UIW—Union Iron Work, San Francisco, Calif.
UIWHDR—Union Iron Work Header-type boiler.
U.K.—United Kingdom.
UN—United Nations.
una.—unaflow.
UN-CR—Universal cruiser.
USA—United States Army.
USAAC—United States Army Air Corps.
USAAF—United States Army Air Forces.
USAF—United States Air Force.
USAMC—United States Army Medical Corps.
USANF—United States Auxiliary Naval Force.
USAT—United States Army transport.
USCG—United States Coast Guard.
USCGR—United States Coast Guard Reserve.
USCGS—United States Coast and Geodetic Survey.
USCS—United States Coast Survey.
USCS—United States Marine Corps.
USMCR—United States Marine Corps Reserve.
USMCWR—United States Marine Corps Women's Reserve.
USN—United States Navy.
USNA—United States Naval Academy.
USNR—United States Naval Reserve.
USNRF—United States Naval Reserve Force.
USRCS—United States Revenue Cutter Service.
USSB—United States Shipping Board.
vert.—vertical.
V.I.—Virgin Islands.
Vog—Henry Vogt Machine Co., Louisville, Ky.
VOGHDR—Vogt header-type boiler.
vt2—vertical double-expansion.
vt3—vertical triple-expansion.
vt4—vertical quadruple-expansion.
WAVES—Women Accepted for Voluntary Emergency Service.

Wes—Westinghouse.
Wes-DeL—Westinghouse & De Laval.
Wes-Falk—Westinghouse & Falk.
Wes-FB—Westinghouse & Farrel-Birmingham.
WFB—White-Forster-type boiler (manufactured by Babcock and Wilcox Co.).
Wint—Winton Engine Corp., Cleveland, Ohio.
WIW—Washington Iron Works, Seattle, Wash.
WM—White and Middleton Co., Springfield, Ohio.
WSA—War Shipping Administration.
wt.—water-tube boiler.
WTDF—water-tube single-furnace boiler.
X—submersible craft.
XMAP—sweeper device.
YA—ash lighter.
YAG—miscellaneous auxiliary service craft.
YAGR—ocean radar station ship.
YAR—Yarrow-type boiler.
YC—open lighter; or yard craft.
YCD—fueling barge.
YCF—car float.
YCK—open cargo lighter.
YCV—aircraft transportation lighter.
YD—floating derrick.
Yd—Yard (Navy).
YDG—district degaussing vessel.
YDT—diving tender.
YE—ammunition lighter.
YF—covered lighter (self-propelled); or range tender.
YFB—ferryboat; or launch.
YFD—yard floating dry dock.
YFN—covered lighter (non-self-propelled).
YFNB—large covered lighter.
YFND—dry dock companion craft.
YFNG—covered lighter (special purpose).
YFNX—lighter (special purpose).
YFP—floating power barge.
YFR—refrigerated covered lighter (self-propelled).
YFRN—refrigerated covered lighter (nonself-propelled).
YFRT—covered lighter (range tender).
YFT—torpedo transportation lighter.
YFU—harbor utility craft.
YG—garbage lighter (self propelled).
YGN—garbage lighter, (non self-propelled).
Y-gun—Y-type depth charge projector.
YH—ambulance boat.
YHB—house boat.
YHT—scow, heating.
YLA—open landing lighter.
YM—dredge.
YMP—motor mine planter.
YMS—auxiliary motor mine sweeper.
YMT—motor tug.
YN—net tender (boom).
YNG—gate craft.
YNT—district net tender (tug class).
YO—fuel oil barge (self-propelled).
YOG—gasoline barge (self-propelled).
YOGN—gasoline barge (non self-propelled).
YON—fuel oil barge (nonself-propelled).
YOS—oil storage barge.
YP—patrol craft.
YPD—floating pile driver.
YPK—pontoon stowage barge.
YR—floating workshop.
YRB—submarine repair and berthing barge.
YRBM—submarine repair, berthing and messing barge.
YRBM(L)—submarine repair, berthing and messing barge (large).
YRC—submarine rescue chamber.
YRDH—floating dry dock workshop (hull).
YRDM—floating dry dock workshop (machinery).
YRL—covered lighter (repair).
YRR—radiological repair range.
YS—stevedoring barge.
YSD—seaplane wrecking derrick.
YSR—slude removal barge.
YSP—stowage pontoon.
YT—harbor tug.
YTB—large harbor tug.
YTL—small harbor tug.
YTM—medium harbor tug.
YTT—torpedo testing barge.
YV—drone aircraft catapult control craft; or seaplane barge.
YVC—catapult lighter.
YW—water barge (self-propelled).
YWN—water barge (nonself-propelled).
ZR—rigid airship.
ZRS—rigid airship (scouting).

HISTORICAL SKETCHES

G–1

(SS–19½: dp. 400 (n.); l. 161′; b. 13′1″; dr. 12′2″; s. 14 k.; cpl. 24; a. 6 18″ tt.; cl. *G–1*)

G–1 was laid down as *Seal* 2 February 1909 by the Newport News Shipbuilding Co., Newport News, Va., under a subcontract from Lake Torpedo Boat Co.; launched 9 February 1911; sponsored by Miss Margaret V. Lake, daughter of the submarine pioneer; renamed *G–1* on 17 November 1911; and commissioned in the New York Navy Yard 28 October 1912, Lt. K. Whiting in command.

G–1, Simon Lake's first submarine for the United States Navy, introduced the even keel submarine into the United States Navy, being the forerunner of the Lake designs that influenced United States Navy submarines into the atomic and hydrodynamic era.

G–1 joined the Atlantic Torpedo Flotilla in practice operations that were usually conducted from New York and Newport into Long Island Sound and the Narragansett Bay. She made a record dive of 256 feet in Long Island Sound and departed New York 25 March 1915 for a cruise with the 3d Division of the Submarine Flotilla into Chesapeake Bay and down the seaboard to the Charleston Navy Yard, where she completed overhaul 5 May. She departed the following day to act as school ship at Newport where she carried out in harbor defense and patrol problems along with practice on the torpedo range. This duty continued until 3 October 1915 when she set course with the Flotilla for practice attacks in the Chesapeake Bay, thence via Newport to New London, Conn.

G–1 arrived at the last named port 18 October 1915 in company with three other *G*–class submarines, tended by monitor *Ozark*. This marked the beginning of her new career as a submarine designated for experimental tests and instructional purposes. She acted as a schoolship for the newly established Submarine Base and Submarine School at New London, playing an important role in preparing officers and men of the expanded submarine service occasioned by the new construction after our entry into World War I. Concurrently, *G–1* tested detector devices for the Experiment Board off Provincetown, and served in similar capacity for the Experimental Stations at Nahant, Mass., and New London in the development and use of sound detection and experiments with the "K tube," a communications device. With German U-boats reported off the coast in June 1918, the submarine spent two four-day periscope and listening patrols in the vicinity of Nantucket as a defense screen for shipping. She continued her instructions of student submariners of the Listener and Hydrophone School at New London until 13 January 1920, then was towed to the Philadelphia Navy Yard, where she decommissioned on 6 March 1920.

G–1 was designated a target for depth charge experiments under cognizance of the Bureau of Ordnance. She was sunk 21 June 1921, following eight experimental bomb attacks administered by *Grebe* in Narragansett Bay off Taylor's Point, R.I. Her wreck was officially abandoned 26 August 1921.

G–2

(SS–27: dp. 400 (n.); l. 161′; b. 13′1″; dr. 12′; s. 14 k.; cpl. 24; a. 4 18″ tt.; cl. *G–2*)

G–2 was laid down as *Tuna* 20 October 1909; renamed *G–2*, 17 November 1911; launched by the Lake Torpedo Boat Co., Bridgeport, Conn., 10 January 1912; sponsored by Miss Marjorie F. Miller; completed in the New York Navy Yard; and commissioned 6 February 1915, Lt. (j.g.) R. C. Needham in command.

G–2 joined Division 3 of the Submarine Flotilla 27 March at Portsmouth, Va., for practice cruises that found her at Norfolk, Charleston, New York, Newport, and Provincetown. The submarine was extensively overhauled in the New York Navy Yard and the Lake Torpedo Boat Co. from 26 March 1916 to 28 June 1917, then reported to the Submarine Flotilla, Patrol Force, U.S. Atlantic Fleet at New London, Conn.

The submarine remained at New London for further installations until 23 August when she left for instructional and experimental operations out of Boston off

USS *G–1* (SS–19½)

Boston Lightship. With students embarked, she assisted in proving out submarine detection devices for the Experimental Board embarked in *Margaret*, and in experimental problems with *SC–6*.

G–2 shifted her base from Boston to New London, Conn., 20 October 1917 and combined experimental work on sound detection devices with training for the newly established Submarine School in the area of Block Island and Long Island Sounds. She had defensive patrol duty during June and July 1918, maintaining a listening and periscope alert on station off Block Island. She experimented with magnetic detectors and the Very System Signal device and tested the strength of her hull against depth charges. Concurrently, she trained student officers in cooperation with the Experimental Station at New London, Conn.

G–2 continued schoolship and experimental duty until after World War I, and she decommissioned 2 April 1919. She was designated as a target for testing depth charges and ordnance nets in Niantic Bay, Conn. During inspection by a six-man maintenance crew on 30 July 1919, the target boat suddenly flooded and sank at her moorings in Two Tree Channel near Niantic Bay. She went down in 13½ fathoms, drowning three of the inspection crew. The submarine was never raised.

G–3

(SS–31: dp. 393 n.; l. 161′; b. 13′1″; dr. 12′10″; s. 14 k.; cpl. 25; a. 6 18″ tt.; cl. *G–3*)

G–3 was laid down as *Turbot* 30 March 1911 by the Lake Torpedo Boat Co., Bridgeport, Conn.; renamed *G–3* on 11 November 1911; launched 27 December 1913 at New York Navy Yard; and commissioned 22 March 1915, Lt. F. X. Gygax in command.

G–3 spent the greater part of her entire career out of the submarine base at New London, Conn. She was constantly employed in the training of student officers in Block Island Sound and in Great Salt Pond Bay. In addition she carried out pioneering work that included: experimental submarine net operations off Port Jefferson, N.Y.; use of the submarine rescue diving bell; experiments with reflector recognition lights; submerged sound and magnetic detection tests with patrol boats and submarine chasers; and use as target in approach and attack problems that involved the testing of depth charges.

When German U-boats appeared off the eastern seaboard in the last year of World War I, *G–3* conducted periscope and listening patrols in the submarine defense areas of New London.

After World War I, *G–3* continued her schoolship and experimental work in the New London area. She decommissioned 5 May 1921; was towed to the Philadelphia Navy Yard from New London 17 August; and was sold for scrapping 19 April 1922 to J. G. Hitner, Philadelphia, Pa.

G–4

(SS–26: dp. 360(n); l. 157′6″; b. 17′6″; dr. 10′11″; s. 14 k.; cpl. 24; a. 4 18″ tt.; cl. *G–4*)

G–4 was laid down as *Thrasher* 9 July 1910 by William Cramp & Sons, Philadelphia, Pa. renamed *G–4* on 17 November 1911; launched 15 August 1912; sponsored by Miss Grace Anna Taussig; and commissioned in the Philadelphia Navy Yard 22 January 1914, Lt. E. D. McWhorter in command.

G–4 arrived New York Navy Yard from Philadelphia 25 April 1914 for service with Division 3 of the Altantic Submarine Flotilla in Long Island Sound and intermittenly at Newport, R.I., and New London, Conn. Arriving New London 24 April 1917, she served as schoolship for students of the submarine school while taking part in pioneering work to advance the capabilities of submarine and antisubmarine warfare.

G–4 assisted in experiments and tests with underwater sound apparatus in the Thames River, Long Island Sound, and Narragansett Bay. During the last year of World War I she test-fired the Mark VII torpedo in Narragansett Bay for *N*-class and *O*-class submarines.

G–4 continued her training and experimental duties until 1 March 1919 when she was placed in ordinary for stripping and inactivation. She decommissioned 5 September 1919; was designated as a target for depth charge and ordnance tests 6 December; and was sold for scrapping 15 April 1920 to Connecticut Iron & Metal Co., New London.

G. H. Corliss, see *Adhara* (AK–71)

G. H. McNeal

A merchant name retained.

(SP–312: t. 244; l. 140′; b. 21′; dr. 5′; s. 10 k.; cpl. 5; a. 2 3″)

G. H. McNeal (also called *George H. McNeal*) was built in 1911 by W. C. Abbott, Milford, Del.; purchased from McNeal-Edwards Co., Reedville, Va., 26 May 1917; and commissioned the same day, Boatswain Alvin Downey, USNRF, in command.

The wooden steam tug was equipped with mine sweeping apparatus and enrolled in the Naval Coast Defense Reserve of the 5th Naval District. Based at Norfolk, Va., she served on patrol in the Virginia Capes area as a unit of Mine Sweeping Squadron 3 throughout her career. *G. H. McNeal* decommissioned 17 May 1919 and was sold to the McNeal Dodson Co., Norfolk, 17 July 1919.

G. L. Brockenborough

A former name retained.

(Slp: a. 1 how.)

G. L. Brockenborough (also spelled *Brockenboro* or *G. L. Brockenboro*) was a small sloop captured 15 October 1862 by *Fort McHenry*, Lt. E. Y. McCauley. *G. L. Brockenborough* had apparently been used as a blockade runner and was discovered after being scuttled in the Apalachicola River, Fla. She was subsequently raised and purchased at the Prize Court in Key West by Rear Admiral J. L. Lardner 15 November 1862.

Assigned to the East Gulf Blockading Squadron, *G. L. Brockenborough*'s shallow draft made her an ideal vessel to blockade the many inlets of the Florida coast. She served as a blockader and tender to steamers *Port Royal* and *Somerset* in St. George's Sound and Apalachicola River, Fla. until she was abandoned after a severe gale had forced her aground in St. George's Sound 27 May 1863.

G. M. Randall, General, see *General G. M. Randall* (AP–115)

G. O. Squier, General, see *General G. O. Squier* (AP–130)

G. W. Blunt

George William Blunt, born in Newburyport, Mass., 11 March 1802, was a pioneer publisher of nautical charts and books. His firm published many editions of Bowditch's *Navigator* and Blunt's *Coastal Pilot*. For over 40 years Blunt served as first assistant in the U.S. Coast Survey and was instrumental in gaining reforms in the U.S. Lighthouse Service. He died 19 April 1878 in New York City.

(Sch: t. 121; l. 76′6″; b. 20′6″; dph. 8′9″; s. 10 k.; a. 1 12-pdr., and 1 12-pdr. r.)

G. W. Blunt, formerly *Blunt*, was a wooden two-masted schooner acquired by the Navy in New York 23 November

1861. She commissioned 4 December 1861, Acting Master Henry Sherwood in command.

Arriving at Port Royal, S.C., 11 December 1861, *G. W. Blunt* served as a mail and dispatch boat for the South Atlantic Blockading Squadron between such points as Charleston, S.C., Wassaw Sound, Ga., and Fernandina, Fla. En route to Georgetown, S.C., 19 April 1862, she captured blockade-running schooner *Wave* with a cargo of cotton.

For the following year *G. W. Blunt* was on a blockade duty off Charleston and assisted in capturing several more vessels. She departed Port Royal for Philadelphia 7 May 1863 and decommissioned for repairs 13 May. Recommissioned 2 June 1863, *G. W. Blunt* rejoined the blockading squadron off Charleston, patrolling the many small inlets and bays near the main harbor.

Cruising on Charleston station until midsummer 1864, *G. W. Blunt* was sent to Port Royal 7 August, and on 25 August was fitted with diving equipment for salvage duty. She worked on many wrecks, including *Constance* on 13 November and *Housatonic*, (sunk 17 February 1864 by Confederate submarine *H. L. Hunley*) from 15 to 19 November. She was sent to Savannah 1 March 1865 to clear obstructions from the harbor, and returned to Charleston 1 April 1865. *G. W. Blunt* decommissioned 16 August 1865 at Port Royal and was sold there 20 October 1865.

Gabilan

An eagle-ray fish of the Gulf of California.

(SS–252: dp. 1,526; l. 311′9″; b. 27′3″; dr. 15′3″; s. 20 k.; cpl. 60; a. 1 5″, 2 .50 cal. mg., 2 .30 cal. mg., 10 21″ tt.; cl. *Gato*)

Gabilan (SS–252) was launched 19 September 1943 by the Electric Boat Co., Groton, Conn.; sponsored by Mrs. Jules James, wife of Rear Admiral James; and commissioned 28 December 1943, Comdr. K. R. Wheland in command.

After shakedown out of New London, *Gabilan* sailed for brief antisubmarine training at Key West before transiting the Panama Canal for the Hawaiian Islands. She arrived Pearl Harbor 23 March 1944 and spent her first war patrol (21 April–6 June) scouting the Marianas gathering information for the United States invasion of those islands. Her second war patrol (29 June–18 August) took her to the south coast of Honshu, Japan, where, on the night of 17 July, she made a daring radar chase through bright moonlight and phosphorescent water. Skirting dangerous reefs and shoals, she pressed home an attack that sank a 492-ton minesweeper. Her third war patrol (26 September–12 November) took her south of the Japanese Empire in company with *Besugo* (SS–321) and *Ronquil* (SS–396) to detect the departure from Bungo Suido of any major enemy fleet units that might interfere with the campaign to liberate the Philippine Islands. The latter period of the patrol was independent search of approaches of Kii Suido where, in a dawn periscope attack on 31 October, she destroyed auxiliary ship *Kaiyo No. 6* with a single torpedo.

Gabilan terminated her third war patrol at Saipan on 12 November 1944, and proceeded to Brisbane, Australia, for refit. Her fourth war patrol was in the South China Sea (29 December 1944–15 February 1945). She joined *Perch* (SS–313) and *Barbel* (SS–316) in a coordinated patrol off the southern entrance to Palawan Passage and the western approach to Balapac Strait, where Japanese battleships *Ise* and *Hyuga* were expected to appear en route to threaten American invasion forces in the Philippines. There were many quick dives to avoid aircraft; floating mines were sunk by rifle fire from the submarine, but there was no sign of their quarry. Passing back through the Java Sea en route to Fremantle, the submarine had a nerve-wracking morning as numerous aircraft dropped depth charge bombs in the near vicinity, culminated by the appearance of a Japanese minelayer that made two deliberate attacks in shallow water, dropping 20 depth charges. Thoroughly shaken, but suffering only superficial damage, *Gabilan* evaded her antagonist in a providential heavy rain squall. Her only other diversion en route to Fremantle was an encounter with British submarine HMS *Spiteful*, an approach target in morning twilight; but, fortunately, there was sufficient illumination to enable *Gabilan* to identify *Spiteful* at the last moment before firing.

Gabilan conducted the greater part of her fifth war patrol (20 March–28 May) as a unit of a "wolf pack" that included *Charr* (SS–328) and *Besugo* (SS–321). Patrolling below the Celebes, the pack began an epic four-day chase on 4 April with a morning contact on cruiser *Isuza* and her four escorts. One of the escorts fell prey to *Besugo*, and the elusive cruiser was spotted as she entered Bima Bay on the night of 6 April. Word was flashed to *Gabilan*, already executing a daring surface attack that left the cruiser listing and down by the bow. With the enemy formation confused by *Gabilan*'s attack, *Charr* completed the kill with a six-torpedo salvo on the morning of 7 April. The demise of *Isuza*, last of the Japanese light cruisers to fall victim to a submarine torpedo, was witnessed by British submarine *Spark*.

Gabilan outwitted three escorts to sink a small freighter the morning of 14 April 1945, then scored hits in two cargo ships of another convoy. After a short stay off the coast of Hainan where she destroyed drifting mines, she returned to Pearl Harbor 28 May for refit.

Gabilan's sixth and last war patrol (20 June–17 August 1945) was on lifeguard station for American fliers off Tokyo Bay. She first rescued six men, the crews of two torpedo bombers; then raced well inside Tokyo Bay, in easy range of shore batteries, to rescue another three-man crew. Six Navy "Hellcat" fighter planes gave her cover for the mission. On the way out, she paused to destroy a drifting mine with gunfire. Altogether, on this patrol *Gabilan* rescued 17 aviators.

En route to Pearl Harbor, *Gabilan* received news of the Japanese surrender. Steaming by way of San Francisco and the Canal Zone, *Gabilan* arrived New London, Conn., where she decommissioned 23 February 1946 and joined the Atlantic Reserve Fleet. She was sold for scrapping 15 December 1959.

Gabilan received four battle stars for World War II service. Her second, third, fifth, and sixth war patrols were designated "successful."

Gadsen

A county in Florida.

(AK–182: dp. 2,382 (lt.); l. 338′6″; b. 50′; dr. 21′; s. 12 k.; cpl. 85; a. 1 3″; cl. *Alamosa;* T. Cl–M–AVI)

Gadsen was launched 8 April 1944 under Maritime Commission contract by Walter Butler Shipbuilders, Inc., Superior, Wis.; sponsored by Mrs. Morgan Murphy of Superior; acquired by the Navy on loan-charter basis 26 December 1944; and commissioned at New Orleans, La., 28 February 1945, Lt. W. J. Sattel in command.

After shakedown in the Gulf of Mexico, *Gadsen* departed New Orleans 31 March 1945 with a cargo of frozen meat and ammunition for Ulithi, Western Caroline Islands, where she arrived on 11 May after 34 days at sea. From there she proceeded to Kossol Roads, Palau Islands for a 3-day stay marked by alerts for enemy suicide swimmers. She was convoyed by way of Leyte to Morotai Island, Netherlands East Indies, where she spent 3 months as ammunition ship for units of the 7th Fleet. At times she serviced six to eight ships a day as she handled much of the ammunition used by fleet units for the Brunei Bay-Balikpapan invasions of Borneo.

Gadsen arrived at Leyte 31 July 1945 with about one-third of her cargo. She served as ammunition ship there until announcement of the Japanese capitulation. On 21 August 1945 she departed Leyte on a shuttle cargo run to Subic Bay, P.I., and Hollandia, New Guinea; thence back to Leyte and was routed onward to Manila, P.I.

Gadsen put to sea from Manila 26 November 1945; transited the Panama Canal 8 January 1946; and reached Norfolk, Va., on the 19th for inactivation. She decommissioned 31 January 1946 and was redelivered to the Maritime Commission on 1 February 1946 for layup in the Maritime James River fleet. She was subsequently sold to the Korean Shipping Corp. and renamed *Yosu*.

Gadwall

A species of wild duck (*Chaulesasmus streperus*), about the size of the mallard.

(AM–362: dp. 530; l 184'6''; b. 33'; dr. 9'9''; s. 15 k.; cpl. 104; a. 1 3'', 4 40mm.; cl. *Admirable*)

Gadwall was launched 15 July 1943 by Willamette Iron and Steel Corp., Portland Oreg.; sponsored by Mrs. Charles L. McNary; and commissioned 23 June 1945, Lt. Robert C. Thompson in command.

Gadwall departed Astoria, Oreg., 11 July 1945 for shakedown training out of San Pedro, Calif., followed by mine warfare exercises and amphibious maneuvers with fleet units off the California bases of Santa Barbara, San Diego, and Newport Beach. On 7 December 1945 she put to sea from San Diego for inactivation overhaul at New Orleans, La., until 11 April 1946. She then shifted to Orange, Tex., where she decommissioned 14 June 1945 and was assigned to the Texas Group, Atlantic Reserve Fleet. She was reclassified MSF–362 on 7 February 1955 and she remained in reserve berthed at Orange, Tex., until struck from the Navy List 1 November 1966. *Gadwall* was stripped and designated for sale 10 April 1967.

Gaffey, General Hugh J., see *General Hugh J. Gaffey* (AP–121)

Gage

A county in Nebraska.

(APA–168: dp. 14,837; l. 455'; b. 62'; dr. 24'; s. 18 k.; cpl. 692; a. 1 5'; cl. *Haskell*)

Gage was built under Maritime Commission contract by the Oregon Shipbuilding Corp., Portland, Oreg.; launched 14 October 1944; sponsored by Mrs. H. L. Edmunds; acquired by the Navy 4 November 1944; and commissioned 12 November 1944, Comdr. L. J. Alexanderson, USNR, in command.

After shakedown out of San Diego, Calif., *Gage* sailed from San Francisco 17 January 1945 for the South Pacific. Following the landing of a military civil affairs group at Kaurimarau, Russell Islands, she arrived off West Kokum Beach, Guadalcanal, S.I., 4 February 1945 with 298 marines and military cargo. She became a unit of Division 34, Transport Squadron 12, and spent the ensuing weeks in amphibious warfare maneuvers in the Solomons. On 15 March 1945, the attack transport departed Guadalcanal for Ulithi, the staging base for the Okinawa invasion. From there she sailed to Hagushi Beach, Okinawa, where she joined in the initial assault 1 April 1945 conducted under cover of heavy naval gun and plane bombardment.

Through five grueling days and nights of almost continual "Flash Red" alerts against Japanese suicide planes, *Gage* landed marines of the 3rd Battalion, 4th Regiment, 6th Division; a Navy construction battalion; a medical company, and combat equipment. Her mission completed 5 April, she proceeded via the Marianas and Hawaii to San Francisco, where she arrived 11 May 1945. Here *Gage* embarked the men and equipment of an Army Air Corps Casuals and landed them at Manila, Luzon, P.I., 12 June 1945.

Gage reported for duty with Amphibious Group 9 at Leyte 22 June 1945 and was dispatched to New Guinea. After embarking troops at Langemak and Humboldt Bays for transport to Iloilo, Panay Island, P.I., she steamed to San Francisco, Calif., where she arrived 2 August 1945. The announcement of Japanese capitulation found her under repair in Todd's Dry Dock at Seattle, Wash.

Gage stood out from Seattle 21 August 1945 with 1,724 Army casual replacements who disembarked at Saipan in the Marianas 5 September. Thirteen days later she departed with some 1,500 marines whom she landed late in October as part of the occupation forces at Hiro Wan, Honshu, Japan. Homeward bound, she served as the "Magic-Carpet" for 1,700 Army veterans embarked at Okinawa and Manila. She reached Portland, Oreg. 14 December 1945. The attack transport made a "Magic-Carpet" voyage from San Francisco to Yokosuka and back (10 January to 25 February 1946); followed by one to Samar, P.I., and back (4 April to 10 May 1946). She again departed San Francisco 28 May 1946 to support Navy occupation forces at the Chinese ports of Tsingtao and Tientsin and the Japanese ports of Yokosuka and Sasebo.

Gage departed Sasebo 26 June; embarked Army veterans in the Marianas and Hawaii; then transited the Panama Canal for Norfolk, arriving 29 July 1946. She remained in the Norfolk Naval Shipyard until decommissioning 26 February 1947. *Gage* was placed in the Atlantic Reserve Fleet and was inactive until her name was struck from the Navy List 1 October 1958 She was transferred the same day to the Maritime Commission Reserve Fleet and at present is berthed in James River, Va.

Gage received one battle star for World War II service.

Gage, Lyman J., see *Cheleb* (AK–138)

Gainard

Joseph Aloysius Gainard, born 11 October 1889 in Chelsea, Mass., enlisted in the U.S. Naval Reserve Force 23 November 1917. He received the Navy Cross for distinguished service while Master of American merchant steamer *City of Flint*, seized by a German cruiser on the high seas 9 October 1939 but returned to him in a Norwegian fjord 3 November. Recalled to active duty on 30 July 1941, he commanded submarine decoy ship *Big Horn* (AO–45) in the Caribbean, then commanded attack transport *Bolivar* (APA–34) in the Pacific. Illness took Captain Gainard from this duty and he died in the U.S. Naval Hospital at San Diego, Calif., 23 December 1943.

(DD–706: dp. 2,200; l. 376'6''; b. 40'; dr. 15'8''; s. 34 k.; cpl. 336; a. 6 5'', 12 40mm., 11 20mm., 10 21'' tt., 6 dcp., 2 dct.; cl. *Allen M. Sumner*)

Gainard was laid down 29 March 1944 by the Federal Shipbuilding and Dry Dock Co., Kearney, N.J.; launched 17 September 1944; sponsored by Mrs. Joseph A. Gainard, widow of Captain Gainard; and commissioned at New York 23 November 1944. Comdr. Francis J. Foley in command.

After shakedown training off Bermuda, *Gainard* departed New York 1 February 1945 for operations out of San Diego and Pearl Harbor. She departed Pearl Harbor 12 March and staged at Saipan for the forthcoming invasion of Okinawa, acting as a part of a decoy task force that made feints against the southeastern coast between 1 and 2 April while the landings were effected on the western beaches..

Gainard operated as radar picket and fighter director ship throughout the bloody Okinawa Campaign, detecting enemy air raids, providing early and continuous information to friendly forces, and initiating interception with a Combat Air Patrol unit that found her controlling an average of 10 planes from dawn to dusk with the assistance of a fighter director team on board. In 39 days on picket stations she was instrumental in the destruction of at least 28 suicide planes, 4 of which were shot down by her gunners.

On 27 occasions enemy aerial strikes of 50 or more planes attacked *Gainard* and ships in her immediate vicinity. Seventeen of these attacks were close aboard the destroyer, and four nearby ships were hit by suicide planes. She manned the fighter director unit for initial landings at Iheya Shima, Aguni Shima, and Kume Shima. *Gainard* also rescued the crew of a Navy patrol bomber which had run out of fuel and landed in the sea, and she directed two other damaged patrol planes back to their base. Though several times narrowly missed by determined runs of suicide planes, her skillful gunners and effective maneuvering prevented damage. She remained on station until 1 July when Okinawa was officially declared secured.

After patrol and convoy escort duty in approaches to Okinawa, she sailed 21 July to the Philippines for logistics and upkeep. The destroyer arrived off Honshu, Japan, 17 September and served as air-sea rescue ship until 21 February 1946 when she sailed for the United States. *Gainard* reached San Pedro, Calif., 15 March, then steamed via the Panama Canal to Casco Bay, Maine, arriving 16 April.

Based out of Newport, R.I., her operations over the next 20 years have included nine deployments as an antisubmarine warfare specialist with the "Steel Gray Diplomats" of the 6th Fleet; several cruises to northern Europe for the training of midshipmen; amphibious warfare exercises along the coasts of Virginia and North Carolina; plane guard duty for aircraft carriers off Mayport, Fla.; and combined 2nd Fleet exercises and antisubmarine tactics along the Atlantic seaboard and in the Caribbean.

As one of 150 warships from six NATO nations, in September 1957 *Gainard* participated in Exercise "Strikeback," large-scale combined fleet maneuvers that ranged over the North Atlantic to waters adjacent to the British Isles, between Iceland and the Faeroes, and into the Norwegian Sea and portions of the North Sea. This was only one of many operations in which *Gainard* made important contributions to improve the overall combat readiness of forces earmarked for the Allied command in defense of the free world.

Gainard's eighth tour with the 6th Fleet (August 1960–February 1961) was interrupted by 6 weeks of combat readiness operations with the Middle East forces in the Indian Ocean. During her ninth Mediterranean tour (February–August 1962), she transited the Suez Canal for 5 days of battle rehearsals with units of the British and Iranian Navies and many days of realistic training in the Red Sea and the Persian Gulf. Other vital tasks included schoolship duties for the Fleet Sonar School at Key West, Fla.; participation in Operation "Mercy" with carriers *Shangri La* (CVA–38) and *Antietam* (CVS–36) in rendering assistance to thousands of flood-stricken victims of Hurricane Carla off the Texas coast during September–October 1961; gunnery schoolship duties for the Fleet at Norfolk; and service as a unit of the Cuban Contingency Task Groups during the Cuban crisis of November–December 1962.

In May 1963 *Gainard* served as support ship on recovery station during the successful launching of "Faith 7," the ninth and final Project Mercury manned space flight, piloted by Astronaut L. Gordon Cooper. In addition, between 1963 and 1967 *Gainard* has continued schoolship and support services in the Caribbean and along the Atlantic and Gulf Coasts from Newport to New Orleans.

USS *Gainard* (DD–706) on 19 September 1951

At present, she operates out of Newport as a unit of Destroyer Squadron 12.

Gainard received the Navy Unit Commendation for extraordinary heroism in action off Okinawa and one battle star for World War II service.

Gaivota

A merchant name retained.

(SP–436: t. 74; l. 91'8"; b. 15'9"; dph. 8'6"; s. 14 k.; cpl. 7; a. 1 3–pdr., 1 1–pdr., 1 mg.)

Gaivota, a wooden steam yacht built in 1897 by A. C. Brown of Tottenville, Long Island, was chartered by the Navy from Alfred C. Maron 8 June 1917. She was fitted out as a scout patrol craft in the Philadelphia Navy Yard; and commissioned 13 September 1917, Lt. (j.g.) E. D. Newell, USNRF, in command.

Target practice in the Delaware Bay was followed by alterations at Philadelphia. Assigned for duty to the 4th Naval District, she reached Cold Springs Harbor, N.J., 9 November 1917 to serve as a unit of the harbor entrance patrol off that port, Lewes, Del. and Breakwater Harbor, N.J. *Gaivota* returned to the Philadelphia Naval Shipyard 19 April 1918 and decommissioned 11 May 1918 for return to her owner.

Gakona, Lake, see *Lake Gakona*

Galatea

A Greek mythological sea nymph whose lover Acis was destroyed in a jealous rage by the Cyclops Polyphemus, and an ivory statue fashioned by Pygmalion and endowed with life by Aphrodite.

I

(ScStr: t. 1,244; l. 209'6"; b. 35'6"; dph. 20'8"; s. 10 k.; a. 8 32-pdrs., 1 100-pdr., 2 30-pdrs.)

The first *Galatea* was built at New York in 1862 under the direction of J. B. and J. D. Van Dusen, Master Builders; purchased by the Navy 31 July 1863 from the Neptune Steamship Co.; and commissioned 29 January 1864, Comdr. John Guest in command.

Galatea departed New York 21 February 1864 for service as a unit of the West India Squadron. Based at Cape Haitien, where she arrived 29 February, she gave convoy protection in the West Indies to California mail steamers plying between New York and Aspinwall (Colon, Panama). She had twice returned to New York for repairs by 10 November 1864 when she was assigned with two other ships to convoy California mail streamers from Cap Haitien through the Windward Passage, between the islands of Nacassa and Mariguana. During this cruise leaks developed which made *Galatea* unfit for arduous convoy duty. Remaining on station at Cape Haitien, she cruised to Key West for provisions and dispatches and afforded protection to American citizens in Haiti until convoy service was discontinued in June 1865.

Galatea arrived New York from Cap Haitien 1 July 1865; decommissioned 12 July; and was sold to the Haitian government 15 August.

II

(SP–714: t. 367 (gross); l. 192'; b. 24'; dr. 9'; s. 14 k.; cpl. 57; a. 3 3")

The second *Galatea* was a fresh water yacht built in 1914 by Pusey and Jones of Wilmington, Del.; purchased by the Navy 14 July 1917 at Detroit from E. L. Ford, Grosse Pointe Farms, Mich., and commissioned at Detroit 25 August 1917, Lt. Comdr. O. T. McClurg, USNRF, in command.

Galatea departed Detroit 25 August 1917 for the Boston Navy Yard where she decommissioned 26 September for conversion to an armed patrol craft. She recommissioned 16 November 1917, Lt. H. D. Hinckley, USCG, in command. Next proceeding to Philadelphia, she sailed from there for the Azores 15 December 1917 with French *Submarine Chaser 314* in tow.

Proceeding by way of Bermuda, *Galatea* arrived Ponta Delgada, Azores, 22 January 1918, racked and strained by the towing of the submarine chaser. Damage required repairs until May of 1919 when she began service as an interisland transport in the Azores. She carried the American Consul from Ponta Delgada for official calls on the governors of Horta, Fayal and Angra, Terceira, returning to her base in time to honor Navy Seaplane *NC–3* on 19 May, and Navy Seaplane *NC–4* on 20 May, as they arrived in Ponta Delgada on the historic first transoceanic flight.

Galatea departed Ponta Delgada 7 June 1919 for Boston, Mass., where she decommissioned 15 July. The following year she was towed to the Portsmouth Navy Yard, N.H., to serve as receiving ship for submarine crews. She was sold at Portsmouth 20 December 1921 to Captain A. A. Tanos of New York City.

Galaxy

A merchant name retained.

(IX–54: dp. 320; l. 130'; b. 21'4"; dr. 7'3"; s. 11.4 k.; cpl. 27)

Galaxy was a diesel motor yacht built in 1930 by Pusey and Jones Co., Wilmington, Del.; purchased 8 September 1941 from Mr. Bernard W. Doyle, Leominster, Mass.; and commissioned at East Boston, Mass., 20 September 1941, Lt. (j.g.) William D. Hodges, USNR, in command.

Galaxy was acquired for the express purpose of research in underwater sound. Based at East Boston throughout her entire career, as a unit of the 1st Naval District, she completed a variety of assignments for the Underwater Sound Laboratory, Fort Trumbull, New London, Conn.; experimental underwater sound work for the Bureau of Ships and the Harvard Underwater Sound Laboratory. These operations were carried out at Boston, off New London, Conn.; for a brief time off the Delaware breakwaters and in the Chesapeake Bay. She decommissioned and was placed "in service" 2 August 1945, to continue her experimental assignments until placed out of service at Boston 25 March 1946. Her name was struck from the Navy List 1 May 1946 and she was transferred to the Maritime Commission on 20 May 1946 for disposal.

Galen L. Stone, see *YF–522*

Galena

Cities in Kansas and Illinois; towns in Maryland and Missouri; and villages in Ohio and Alaska named for a native lead sulfide, the chief ore of lead.

I

(IrcScStr: t. 738; l. 210'; b. 36'; dph. 12'8"; dr. 11'; s. 8 k.; cpl. 164; a. (1862) 4 9", 2 100-pdrs.)

The first *Galena* was launched 14 February 1862 by C. S. and H. L. Bushnell, Mystic, Conn.; and commissioned 21 April 1862, Comdr. Alfred Taylor in command.

Galena, one of the first three ironclads, each of a different design, built by the Union Navy during the Civil War, was towed from New York to arrive off Fortress Monroe, Va., 24 April and join Flag Officer L. M. Goldsborough's North Atlantic Blockading Squadron. Comdr. John Rodgers relieved Comdr. Taylor the same day.

Galena cleared her decks for action 4 and 7 May when dreaded Confederate ironclad *Virginia* briefly appeared. On 8 May *Galena* stood up the James River with gunboats *Port Royal* and *Aroostook* in an attempt to reach Richmond and compel its surrender. They silenced an

11-gun Confederate battery at Rock Wharf that morning; and in the early afternoon, stoutly engaged a 12-gun battery on Mother Tynes' Bluff silencing all but one of the Confederate guns. *Galena* engaged this remaining gun until the two gunboats had safely passed and left then with the Confederate battery in flames.

After the feared *Virginia* was destroyed, *Monitor* and *Naugatuck* joined the expedition at James Island on 12 May and on the 13th the force steamed across Harrison's Bar to City Point, where *Galena* stopped two steamers for evidence of contraband. She opened fire the following morning to scatter Confederate sharpshooters waiting in ambush along the river banks. On 15 May she stood up river leading the expedition to Drewry's Bluff, about 8 miles from Richmond. *Galena* was hit twice as she swung to bear her broadside guns on a Confederate battery. She nearly silenced the battery before her shells were expended, but then the Confederate guns opened upon her with terrible effect. Numerous hits perforated her iron-clad sides with 12 killed and 15 wounded.

She returned down river to City Point. The following days were spent in shelling Confederate soldiers along the river banks and destroying City Point buildings in which Confederates were entrenched. On 27 June 1862 *Galena* bombarded City Point while two boats went ashore with a landing force which set fire to the depots. That same day General McClellan came on board *Galena* to make a reconnaissance for the position of a new camp which was subsequently established near Harrison's Landing. On 30 June 1862 Major General McClellan was compelled to withdraw down the James and escaped disaster through naval gunfire support and transportation.

On 6 July 1862 Commodore Charles Wilkes was ordered to command the James River Flotilla, *Galena* included, as an independent division of the North Atlantic Blockading Squadron. With gunboats of the flotilla, *Galena* afforded protection to the daily movement of Army transports and supply ships along the James River from Harrison's Bay to the mouth of the Chickahominy, giving the indispensable protection that left the Confederate troops without ability to move effectively against McClellan's Army of the Potomac along the James River.

Galena was detached from the James River Flotilla in September 1862 and assigned picket duty at Hampton Roads and Newport News until 21 May 1863 when she arrived at Philadelphia and was decommissioned for repairs. Her ineffective iron plating which had been so badly shattered in the action at Drewry's Bluff was stripped off; and she was overhauled to operate as a wooden-hulled ship.

Recommissioned 15 February 1864, *Galena* stood down the river on the 18th for the Gulf of Mexico. Becoming icebound at New Castle, Del., she was towed out to sea by an ice boat, then developed leaks which forced her to put in at Norfolk. She then proceeded to Baltimore for repairs. *Galena* put to sea from Norfolk on 10 May and joined the West Gulf Blockading Squadron at Pensacola, Fla., on 20 May 1865 for blockade duty off Mobile, Ala., that included the shelling of Fort Morgan and firing upon various blockade runners near the fort.

Galena was a unit of Admiral Farragut's fleet in the Battle of Mobile Bay on 5 August 1864. Passing through the narrow channel under heavy fire from Forts Morgan and Gaines, *Galena*, lashed to the port side of *Onieda*, suffered seven hits and one man killed before she entered Mobile Bay for a gallant fleet action of about 3 hours that left 165 Union dead and 170 wounded while the Confederate losses were 12 killed and 20 wounded. Union monitor *Tecumseh* was destroyed by torpedo in the channel and Confederate ram *Tennessee* and gunboat *Selma* fell into Union hands. *Galena* used her power to pass both herself and *Oneida* beyond range of the fort's fire when the latter had her starboard boiler put out of commission by a shell hit. Admiral Farragut wrote concerning the battle: "Notwithstanding the loss of life, particularly to this ship (*Hartford*), and the terrible disaster to the *Tecumseh*, the result of the fight was a glorious victory, and I have reason to feel proud of the officers, seamen, and marines of the squadron under my command."

Galena provided supporting bombardment for the capture of Fort Morgan on 23 August 1864 and departed Mobile Bay on the 31st to serve as a part of the East Gulf Blockading Squadron out of Key West, Fla. She arrived in Philadelphia from her blockade station on 4 November 1864 and was decommissioned for repair on the 22d.

Galena was recommissioned at Philadelphia on 29 March 1865 and reached Newport News, Va., 2 April to serve the North Atlantic Squadron as a picket and patrol ship at the mouth of the Nansemond River and in the James River until her departure 5 June for Portsmouth, N.H. She was decommissioned there 17 June 1865 and remained inactive until recommissioned 9 April 1869 for movement to Hampton Roads, where she was placed out of commission 2 June. Condemned by survey in 1870, *Galena* was broken up in 1872 at the Norfolk Navy Yard.

II

(SStr: dp. 1,900; l. 216' (b.p.); b. 37'; d. 16'6"; s. 9.5 k.; cpl. 214; a. 6 9" sb., 1 8" r., 1 60-pdr. blr.)

The second *Galena*, a wooden steamer, was built by the Norfolk Navy Yard in 1879; and commissioned at Norfolk 26 August 1880, Comdr. James O'Kane in command.

Galena departed Hampton Roads 19 December 1880 and reached Gibraltar 12 January 1881. She cruised between the ports of France, Spain, Portugal, Turkey, Greece, along the coast of Africa; and to the Canary, Cape Verde and Madeira Islands. On 7 April 1881 she arrived at Kastro, Chios, in the Aegean Sea and remained until the 15th helping to relieve the distress caused by a severe earthquake. Her surgeon went ashore to treat the injured; her crew furnished work parties to help clear the rubble; and her steam launch moved relief supplies. Another mercy mission began 10 June 1882 when she reached Alexandria, Egypt, to embark American citizens and personnel of the American Consulate for protection aboard during a rebellion. An Italian ship was chartered as a haven for about 135 refugees until 27 June when Admiral J. W. A. Nicholson arrived in *Lancaster* to relieve *Galena*.

Galena departed Alexandria 11 July 1882 for operations along the eastern seaboard of South America out of Rio de Janeiro. From 19 October 1882 to 31 January 1883 she was the flagship of Rear Admiral P. Crosby, commanding American Naval Forces in the South Atlantic. She arrived in New York 10 September 1883 to serve in the North Atlantic along the eastern seaboard and throughout the Caribbean Sea to the shores of Aspinwall, Colombia (now Colon, Panama). This included station duty at Key West (1 May–16 August 1884) to prevent illegal filibustering expeditions from the United States to Cuba.

Another special service began 11 March 1885 when she arrived at Aspinwall from New Orleans to offer protection to the lives and property of American citizens during a serious revolution that threatened to interrupt traffic over the Isthmus of Panama. On 30 March 1885 after a party of revolutionists had seized Pacific Mail Line steamer *Colon*, *Galena* regained the steamer and returned her the same day. The next day *Galena*'s landing force went ashore to save a part of the town of Colon which had been set afire by the revolutionists. Through utmost exertion the landing force saved a part of the town and all the property of the Pacific Mail Company. On 10 April Admiral Jouett arrived in *Tennessee* and with a force of 600 bluejackets and marines, assisted by *Galena*, kept the Isthmus open to crossing travelers and enforced treaty obligations until order was restored in May.

Galena departed Colon 9 June and reached Portsmouth, N.H., 26 June 1885 to begin several months cruising along the eastern seaboard. *Galena* returned to Columbian waters 27 November 1885 for service in the Caribbean. She visited St. Andrew Island 114 miles east of the Nicaraguan coast 14 February 1886 to investigate the detention of American steamer *City of Mexico*. Finding

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United States neutrality laws had been violated by the steamer, *Galena* seized *City of Mexico* and sailed her under a prize crew to Key West where the steamer was turned over to the U.S. marshall.

Galena returned to New York 23 May 1886 to join the squadron in battle practice along the New England coast. She then sailed to the Newfoundland fishing banks and back. She departed Portsmouth, N.H., 15 December 1886 to cruise among ports of the West Indies and off Colombia until 18 April 1887.

Galena returned north in time to participate in ceremonies for the unveiling of the soldiers and sailors monument at New Haven, Conn., 14 June. After a cruise that took her to Halifax, Quebec, Montreal, and Habitant's Bay, *Galena* arrived at Philadelphia 12 September 1887 to join other ships of the Navy in celebrating the centennial of the adoption of the Constitution of the United States. Target practice in Gardner's Bay, N.Y., was followed by repairs in the Norfolk Navy Yard until 9 April 1888. *Galena* then cruised with her squadron along the eastern seaboard and the Gulf Coast visiting New Orleans, La.; Mobile, Ala.; and Port Royal, S.C. From 18 August to 15 September 1888 she watched over American interests during political disturbances at Port-au-Prince, Haiti, then proceeded to New York.

Galena departed New York 12 December 1888 as flagship of Rear Admiral Stephen B. Luce, Commander in Chief, North Atlantic Station, and reached Port-au-Prince 20 December. Here, the American steamer *Haytien Republic*, seized by Haitian authorities for alleged violation of the blockade, was surrendered to the force under Admiral Luce.

Galena arrived in Key West, Fla., 19 January 1889. Here, on 16 February Rear Admiral Bancroft Gherardi relieved Admiral Luce as Commander in Chief, North Atlantic Station, and broke his flag in *Galena*. She sailed the following day for Haitian waters and then returned to New York 29 May. Admiral Gherardi transferred his flag to *Kearsarge* on 15 June.

After repairs at New York, *Galena* arrived at Cap Haitien 6 September 1889 and relieved *Kearsarge* as flagship. At the island of Navassa 6 October, she took on board nine ring-leaders of a riot, then proceeded to Baltimore, Md., where they were turned over to the custody of the United States marshal 25 October. She repaired at the New York Navy Yard, then sailed 3 December to serve once more as Admiral Gherardi's flagship out of Key West in a series of cruises to waters of Haiti. She was relieved as flagship by *Dolphin* while at St. Nicholas Mole 14 February 1890 and departed Key West 25 May for calls at Port Royal and Charleston before arriving New York Navy Yard 1 July. She decommissioned 23 July 1890 and remained there until 12 March 1891 when she was towed by tug *Nina* toward the Portsmouth Navy Yard, N.H., to be fitted with new boilers. The following day, both ships ran aground on a beach about a mile south of Gay Head, Martha's Vineyard, Mass.

Salvaged under a contract to the Boston Tow Boat Co., *Galena* arrived at the Portsmouth Navy Yard 6 April 1891. However, it was decided that repairs would be too costly. *Galena* was stricken from the Navy List 29 February 1892 and she was sold to E. J. Butler of Arlington, Mass., 9 May.

III

(PC–1136: dp. 280; l. 173′8″; b. 23′; dr. 10′10″; s. 20 k.; cpl. 65; a. 1 3″, 1 40mm., 5 20mm., 2 rkt., 2 dcp., 2 dct.; cl. *PC–553*)

PC–1136 was laid down by Defoe Shipbuilding Co., Bay City, Mich., 17 December 1942; launched 5 March 1943; and commissioned at New Orleans, La., 16 November 1943, Lt. (j.g.) Allston Boyer in command.

After shakedown, *PC–1136* operated out of Miami and Key West, Fla., while receiving ASW training. Departing Key West 1 January 1944, she steamed via the Panama Canal and the Society and Tonga Islands to arrive Noumea, New Caledonia, 12 March for duty as patrol and escort ship. From 27 March to 1 April she escorted merchant ships to Guadacanal, then sailed the following day to Efate as escort for *Shasta* (AE–6). Arriving 4 April, she steamed the 5th to Espiritu Santo to escort a merchant tanker to Guadalcanal.

PC–1136 reached Guadalcanal 8 April, and for almost 2 months she continued intermittent convoy escort and ASW patrol duties out of the Solomons to New Caledonia and the New Hebrides. Departing in convoy 31 May, she arrived Kwajalein, Marshalls, 6 June to prepare for the invasion of Guam. Assigned to Task Group 53.1, she sailed the 9th, arriving east of the Marianas 22 June. After patrolling east of Saipan, she returned to Kwajalein 5 July. Between 15 and 21 July she steamed to Guam, where she served as amphibious control ship during the landings. After screening offshore transports during the next week, she departed for the Marshalls 28 July and arrived Eniwetok 3 August. Between 8 and 13 August, she sailed to Saipan as a convoy escort. For almost 7 months she operated between the Marshals and the Marianas, escorting merchant ships and searching for enemy submarines. She departed Guam 3 March 1945, touched Eniwetok, and arrived Pearl Harbor 18 March.

After overhaul and conversion to a control ship, *PC–1136* sailed for the Western Pacific 21 May. Escorting a convoy of LSTs, she reached Guam 9 June and resumed convoy escort duties in the Marianas. She departed Guam 6 August, touched Ulithi, and arrived Subic Bay, Philippines, 15 August. She reclassified *PCC–1136*, 5 days later. After steaming to Lingayen Gulf 10 September, she escorted a convoy of LSTs to Japan, arriving Wakayama 19 September. Between 24 and 30 September she returned to Lingayen Gulf; and during the first 2 days of October she sailed to Manila.

PCC–1136 departed Manila for the Marianas 17 October and arrived Guam the 22d. For more than 6 months she operated out of Guam, steaming to Saipan and Rota. Marianas; and Ulithi. She sailed for the United States 1 May 1946 via Eniwetok and Pearl Harbor, arriving Astoria, Oregon, 29 May. She decommissioned 28 July 1946 and entered the Pacific Reserve Fleet. While berthed in the Columbia River, she was classified *PC–1136* on 27 October 1955 and named *Galena* 15 February 1956. She was sold by the Navy 11 March 1960 to Miami Ports Co.

PC–1136 received one battle star for World War II service.

Galilea

A minor planet or asteroid.

Montauk (LSV–6) (*q.v.*) was renamed and reclassified *Galilea* (AKN–6) on 1 October 1946.

Gallagher, Charles T., see *Charles T. Gallagher*

Gallant

Noble in bearing or spirit; brave; high-spirited; chivalrous; stately in appearance or action.

I

(PYc–29: dp. 350 (gross); l. 177′6″; b. 23′6″; dr. 12′; s. 13 k.; cpl. 11; a. 1 3″, 1 20mm., 1 .50 cal. mg.)

The first *Gallant* (PYc–29) was built in 1909 as the yacht *North Star* by Pusey and Jones Co., Wilmington, Del.; purchased 17 March 1942 from the North Star Excursion Corp., Brooklyn, N.Y.; converted to a coastal patrol yacht by Sullivan's Drydock Co., Brooklyn; and commissioned as *Gallant* in the conversion yard 15 April 1942, Lt. (j.g.) D. R. Stoneleigh in command.

After temporary inshore patrol duties for the 3rd Naval District at New York, *Gallant* changed her home port to Boston, Mass., 20 July 1942, and finished out her Navy career as a training and local defense patrol ship of the 1st Naval District.

USS *Galena*, a wooden steamer built at the Norfolk Navy Yard

Gallant made daily patrols outside Boston Harbor and along the New England coast, with time out for upkeep and repairs, until decommissioned at Boston 22 January 1945. She was transferred to WSA for disposal and sold to her former owner 28 June 1945.

II

(MSO–489: dp. 780; l. 172'; b. 36'; dr. 10'; s. 15 k.; cpl. 74; a. 1 40mm.; cl. *Aggressive*)

The second *Gallant* (AM–498) was laid down 21 May 1953 by J. M. Martinac Shipbuilding Corp., Tacoma, Wash.; launched 4 June 1954; sponsored by Mrs. Walter Meserole; reclassified (MSO–489) on 7 February 1955; and commissioned as *Gallant* (MSO–489) at Tacoma 14 September 1955, Lt. Dixon Lademan in command.

After shakedown, *Gallant* based from Long Beach, Calif., as a unit of Mine Division 96, Mine Force, U.S. Pacific Fleet. Her readiness exercises ranged as far south as Acapulco, Mexico. She rescued two crew members of a Navy plane downed off Santa Catalina Island and joined Mine Division 73 in January 1957 for concentrated training preparatory to a 6-month tour with the 7th Fleet (March–August 1957). This duty found her in Korean waters for combined operations with the Republic of Korea Navy, followed by similar service off Formosa with units of the Chinese Nationalist Navy. Other training took her to ports of Japan and Hong Kong before her return to Long Beach 20 August 1957.

After a yard overhaul at San Diego, she took part in amphibious landing exercises along the California coast followed by combined minesweeping operations with Canadian Mine Squadron 2 off the coast of Vancouver, British Columbia, in October 1958. Another overhaul period was completed by April 1959 when she began refresher training and mine countermeasures exercises that won her the Battle Efficiency Competition Award "E" and the Minesweeping "M" as the outstanding minesweeper of the Pacific Mine Force during Fiscal 1959.

Gallant's second tour with the 7th Fleet (August 1959–March 1960) again included training with the Republic of Korea Navy. While operating out of the Philippines, she participated in joint readiness operations with the navies of SEATO nations. She returned to Long Beach in March 1960 and spent the next 12 months in a training schedule with the mine force of the 1st Fleet that carried her as far north as Ketchikan, Alaska.

Service during her third deployment in the Far East (August 1961–April 1962) once again included fleet readiness defense exercises with the free-world navies of Southeast Asia. In addition, she patrolled the coast of South Vietnam and provided valuable service during training operations of the South Vietnam Navy. Returning to the West Coast 20 April 1962, she resumed duty out of Long Beach; and during the next 15 months participated in fleet maneuvers and mine squadron exercises off southern California.

Departing Long Beach 12 August 1963, *Gallant* steamed on her fourth deployment to the troubled Far East, where she arrived Sasebo, Japan, 23 September. There, she resumed peace-keeping operations with the mighty 7th Fleet; and, during readiness patrols in far eastern waters, she cruised from the coast of South Korea through the East China and South China Seas to the coast of Southeast Asia. She departed WestPac in the spring of 1964; and, after additional training in hunting mines, sailed for blockade and coastal patrol duty off Vietnam. Arriving off the southern coast of South Vietnam 1 October 1965, she joined Operation "Market Time," designed to control coastal infiltration of men and supplies by the Viet Cong. Throughout the remainder of the year, *Gallant* boarded and searched suspicious Vietnamese boats, providing valuable support for the Republic of Vietnam in her struggle against Communist insurgency.

She supported "Market Time" operations until 9 March 1966 when she departed for the United States. Steaming via the Philippines, Guam, and Pearl Harbor, she arrived Long Beach 28 April. During the remainder of the year, she operated along the West Coast from Long Beach to Portland, Oreg., to maintain her fighting capabilities and operational readiness.

Gallatin

Albert Gallatin, born in Switzerland 29 January 1761, emigrated to America in 1780 and began his political career eight years later in a conference held at Harrisburg, Pa., to consider revising the U.S. Constitution. The following year, he was prominent in the convention which revised the Pennsylvania Constitution. After serving in the Pennsylvania Legislature from 1790 to 1792, Gallatin was elected to the U.S. Senate in 1793. During the "Whisky Rebellion," he helped avert civil war by persuading an angry mob to submit peacefully. After serving in the U.S. House of Representatives from 1795 to 1801, he became Jefferson's Secretary of the Treasury and served with distinction in that post until 1814. His supervision of the Nation's finances was noted for frugal and efficient administration.

In May 1813, President Madison, upon receiving from the Tsar an offer of mediation to end the war with England, sent Gallatin to Russia as peace commissioner. Although the mediation effort failed, Gallatin remained in Europe to help negotiate the Treaty of Ghent which Henry Adams called "the special and peculiar triumph of Mr. Gallatin."

After the war, Gallatin, as Minister to France and later as Minister to England, worked assiduously to improve American commercial relations with the nations of Europe. In 1927, he retired from public office and devoted his talents to commercial activities and to the study of American Indians. He died at Astoria, Long Island, N.Y., 12 August 1849.

Counties in Illinois, Kentucky, and Montana were named for Albert Gallatin. The first *Gallatin* was named for Albert Gallatin; the second *Gallatin* was named for the counties.

I

The first *Gallatin* was purchased by the Treasury Department at Norfolk for the Revenue Cutter Service in December 1807. In the ensuing years, she was active in suppressing smuggling and in assisting American Merchantmen. Acting under Navy orders during the War of 1812, she intercepted a British "letter of marque" sailing from Jamaica for England and took her after a fierce 8 hour battle 6 August 1812. She subsequently captured several merchantmen. She caught fire at Charleston, S.C., exploded, and sank 1 April 1813.

II

(APA–169: dp. 14, 837; l. 455′; b. 62′; dr. 25′6″; s. 18 k.; cpl. 560; a. 1 5″, 8 40mm.; cl. *Haskell*)

The second *Gallatin* was built under Maritime Commission contract by the Oregon Shipbuilding Co., Portland, Oreg.; launched 17 October 1944 sponsored by Mrs. Loran T. King of Portland; acquired by the Navy on a loan-charter basis 15 November 1944 and commissioned the same day at Astoria, Oreg., Comdr. Frank S. Dowd in command.

After shakedown training out of San Pedro, Calif., *Gallatin* departed San Diego 18 January 1945 with more than a thousand troops plus cargo. In the ensuing months she carried passengers and military cargo to ports throughout the Pacific, supporting the final blows which forced Japan to surrender. She visited Hawaii; the Marshall Islands; the New Hebrides; New Caledonia; the Philippines; New Guinea; and the Admiralty Islands. She sailed from the Philippines for the west coast and arrived San Francisco with nearly 1,500 weary war veterans 10 August 1945. Eight days later she headed west again with as many troops for garrison duty at Lingayen Gulf, P.I. During October she steamed to Japan with vehicles, stores, and advance elements of the Army's 25th Division which she landed at Honshu as occupation forces.

Assigned to "Magic-Carpet" duty, *Gallatin* carried nearly 2,000 marines and other military veterans home from the Philippines and Hawaii. She reached San Diego with her veteran passengers 20 November 1945, and then made another "Magic-Carpet" voyage to the Philippines which terminated at San Diego 25 January 1946. After transiting the Panama Canal, she decommissioned at Newport News, Va. 23 April 1946; was returned to WSA the following day; and was placed in the National Defense Reserve Fleet, James River, Va., where she remains.

Gallatin, see *YP–42*

Gallinipper

A large mosquito or other stinging insect.

The barge *Gallinipper* was one of five ship's boats equipped with sails and double-banked oars in January 1823 for duty with Capt. David Porter's West India Squadron, known as the "Mosquito Fleet," fitted out under an act of Congress approved 20 December 1822 to cruise in the West Indies and Gulf of Mexico for the suppression of piracy.

On 14 February 1823 the squadron, composed of 12 ships, sailed from Hampton Roads for its base at Thompson's Island (later Key West, Fla.) via a circuitous route through the Caribbean, while *Gallinipper* and the other barges, in charge of Lt. T. M. Newell, loaded on two chartered schooners, proceeded directly to base a few days later. Arriving at Thompson's Island 3 April, Captain Porter landed the stores, built storehouses, and fitted out the barges and manned them from the crew of *Peacock*.

Gallinipper, one of the more active barges, participated in several successful expeditions against the pirates operating on the coast of Cuba. On 8 April 1823 she and barge *Mosquito*, under command of Lt. C. K. Stribling, captured pirate schooner *Pilot* near Havana after running her on shore; two pirates were killed and one captured, the others escaping on shore.

In July, 1823 *Gallinipper*, Lt. W. H. Watson in command, with the aid of *Mosquito*, captured the pirate schooner *Catilina* and a launch near Sigaumpa Bay. *Catilina*, commanded by the celebrated pirate Diaboleto, lost about one-third of her crew of approximately 75 in the running fight. The barges pursued the schooner to the village of Signapa; as they closed to board, the pirates fled to their launch. A volley of musketry directed at the launch drove them into the sea where the boats cut off the retreat of all but 15. Even of these, 11 were killed or taken prisoner by the barges' men who landed in pursuit, and the remaining 4 were apprehended by the local authorities. Lt. Watson was highly commended by Captain Porter for his brilliant victory over a superior force without the loss of a man, and recommended to the Department for promotion.

In March 1825 a joint American-British expedition under Lt. I. McKeever in *Gallinipper*, destroyed a pirates'

lair east of Matanzas, Cuba, and captured 2 of their schooners, killing at least 8 pirates and taking 19 prisoners.

The ultimate fate of *Gallinipper* is unknown. By December 1825 it was reported that one of the barges had been lost at sea, some had decayed to the point of uselessness, and the rest remained on duty in Florida.

Gallipolis

A town in southern Ohio on the Ohio River, 30 miles northeast of Ironton.

(PC–778: dp. 295; l. 173′8″; b. 23′; dr. 10′10″; s. 20.2 k.; cpl. 65; a. 1 3″, 1 40mm., 3 20mm., 2 rkt., 4 dcp., 2 dct.; cl. *PC–461*)

PC–778 was laid down 7 September 1942 by Commercial Iron Works, Portland, Oreg.; launched 26 November 1942, sponsored by Miss Virginia Sering; and commissioned 30 April 1943, Lt. W. R. Herrick in command.

The new submarine chaser departed Astoria, Oreg., 21 May 1943 for shakedown out of San Diego. For the next year she operated along the West Coast as an escort, patrol, and aircraft-target ship. *PC–778* departed Seattle 21 May 1944 for Alaska and arrived Dutch Harbor a week later for patrol and escort duty on the Aleutians. *PC–778* departed Adak 15 November and returned to Seattle on the 26th.

After a four-month overhaul, the submarine chaser made two escort voyages to the Hawaiian Islands. Upon arrival at Pearl Harbor 2 April 1945, she performed patrol and escort duty in the Hawaiian Islands and made one voyage to Canton Island. On 3 July, she sailed for Midway Island to assist in training submarines and to continue patrol duty.

After the war ended, *PC–778* departed Midway 1 September for the West Coast, via Pearl Harbor and arrived Lost Angeles Harbor on the 28th. She sailed for the East Coast 11 October, transited the Panama Canal on the 26th and arrived Key West, Fla., 9 November. A month later the submarine chaser reported to Green Cove Springs, Fla. *PC–778* transferred to Charleston, where she served as a reserve training ship until decommissioning in October 1949 and entered the Atlantic Reserve Fleet at Norfolk. The veteran submarine chaser was named *Gallipolis* 15 February 1956 and was struck from the Navy List 1 April 1957 and sold to Hughes Brothers, Inc., 15 September 1959.

Gallup

A town in New Mexico.

I

(PF–47; dp. c. 2,000; l. 304′; b. 38′; dr. 12′ s. 20 k.; cpl. 190; a. 3 3″ 440mm., 9 20mm., 8 dcp., 1 dcp (h. h.), 2 dct.; cl. *Tacoma*)

Gallup was launched 17 September 1943 by the Consolidated Steel Corp., Los Angeles; sponsored by Ens. Helen McMahon, NNRC; and commissioned 29 February 1944 at San Pedro, Lt. Comdr. Clayton M. Opp, USCG, in command.

Following conversion work at Newport Beach, Calif., and shakedown out of San Pedro and San Diego, she departed the latter port 1 June 1944 for the Pacific war zone. Conducting antisubmarine patrol en route, she arrived at Noumea, New Caledonia, 21 June, and continued her escort and patrol duty in the waters of New Caledonia, New Guinea, and Australia until 12 October with Escort Division 43. On 17 August she bombarded enemy strongholds to support landings on Biak Island at Blue Beach, north of Wardo River by units of the 41st Infantry Division. She continued to fire until the troops had completed their landing and secured the beach. Again, on 25 August, *Gallup* lent support to the conquest of Biak by shelling the beaches between Menoerar and Cape Warari as the Army and Navy continued the successful New Guinea offensive.

Departing Hollandia 12 October 1944, *Gallup* was part of the screen for the vast task force which returned General MacArthur to the Philippines. On the 17th she shelled the beach area of Dinagat, and the next day she swept the channel into Leyte Gulf, P.I., as U.S. forces poised for the invasion. She then began antisubmarine and antimine patrol near Black Beach, screening vessels engaged in landing operations. Stationed most of the time off Desolation Point, she collected tide and hydrographic information, served as dispatch boat and as escort through the cleared channel in Leyte Gulf, guided incoming ships and convoys through the channel, and served as harbor entrance control vessel during landing operations. She performed these duties, most of the time in gusty, stormy weather, with *Bisbee* (PF–46), *LCI(L)–343*, and *LCI(L)–344*, before being sent on an escort mission to Humbolt Bay 28 November, touching San Pedro Bay and Kossol Roads, Manus, en route. On 3 December she left for the West Coast stopping to drop men at Seeadler Harbor, Admirality Islands, and Pearl Harbor. She arrived in San Francisco on Christmas Day 1944.

Departing San Francisco 9 January 1945, *Gallup* steamed via Seattle to Dutch Harbor, Alaska, where she arrived on the 20th. She patrolled the North Pacific until she decommissioned at Cold Bay, Alaska 26 August. The next day she was transferred to the U.S.S.R. under lend-lease, renamed *EK–19*, and patrolled the Far East.

Returned by Russia at Yokosuka, Japan 14 November 1949, *Gallup* lay at Yokuska Navy Yard until she recommissioned 18 October 1950, Lt. Cmdr. William W. Boyd, Jr. in command. After shakedown off Sagami Wan, she got under way with *Bisbee* 23 November for Hungnam, Korea. There she relieved *Hoquiam* (PF–5) as harbor entrance control vessel, escorting ships when directed, guarding the channel against unfriendly ships, preventing friendly vessels from entering mined areas, and performing search and rescue services to the many refugees flooding through there.

On 19 December *Gallup* left for Pusan where she performed antisubmarine patrol on the approaches to the harbor, before leaving 31 December for Sasebo, Japan. On 29 January 1951, she returned to Korea, this time to Kansang and Kosong, for the purpose of feinting an amphibious assault to divert Communist forces and conducting a preassault bombardment on the installation at these points.

Gallup continued to operate out of Sasebo, making screening escort, patrol, and guide tours to Pusan, Wonsan, Chonjin, Korea, and Sangley Point and Subic Bay, P.I. She helped in the bombardment of Wonsan 23–25 February 1951 as U.N. forces seized the harbor islands, and then served as harbor entrance control vessel and flycatcher (anti-small-boat, antiswimmer, anti-suicide-craft). Returning to Yokosuka 14 March, she entered drydock there for extensive hull repairs. She continued similar duty afterward until she returned to Yokosuka 6 October.

Gallup decommissioned and was transferred under M.D.A.P. to Thailand at Yokosuka, 29 October 1951 and serves the Thailand Navy as *Prasae*.

Gallup received two battle stars for World War II service and three battle stars for the Korean War.

II

(PGM–85: dp. 235 (f.); l. 164′6″; b. 23′11″; dr. 5′2″; cpl. 24; a. 1 3″, 1 40mm., 4 .50 cal.; cl. *Asheville*)

The second *Gallup* was laid down 27 April 1964 by Tacoma Boatbuilding Co., Inc., Tacoma, Wash.; launched 15 June 1965; sponsored by Mrs. Goodwin Chase; and commissioned 22 October 1966, Lt. William T. Spane, Jr., in command.

From October 1966 until February 1967, the motor gunboat conducted shakedown operations under Commander Amphibious Group 3 off the West Coast as far north as Juan de Fuca. On 28 March 1967 *Gallup* was reclassified PG–85. She continues to serve as a patrol and surveillance craft in the Pacific Fleet.

Gallup, Annie E., see *Annie E. Gallup* (SP–694)

Galveston

A coastal city in southeastern Texas located on Galveston Island.

I

(Cruiser No. 17 : dp. 3,200 ; l. 308′10″ ; b. 44′ ; dr. 15′9″ ; s. 16 k. ; cpl. 339 ; a. 10 5″, 8 6-pdrs., 2 1-pdrs., 4 .30 cal. mg.)

The first *Galveston* was laid down 19 January 1901 by William R. Trigg Co., Richmond, Va.; launched 23 July 1903 ; sponsored by Miss Ella Sealey ; and commissioned at Norfolk, Va., 15 February 1905, Comdr. W. G. Cutler in command.

Galveston departed Norfolk on 10 April 1905 for Galveston, Tex., where on 19 April she was presented a silver service by citizens of her namesake city. Returning to the East Coast 3 May, she departed New York 18 June for Cherbourg, France, where she arrived 30 June and took part in the ceremonies commemorating the return of the remains of John Paul Jones to the U.S. Naval Academy, reaching Annapolis on 22 July. She next joined *Dolphin* and *Mayflower* as one of the host ships for the Russo-Japanese Peace Conference (4–8 August) serving at Oyster Bay, N.Y. ; Newport, R.I., and Portsmouth, N.H. During 13 August to 11 September 1905 the cruiser had special duty with Minister Plenipotentiary Hollander's State Department cruise from Norfolk to the West Indies ports of Santo Domingo and Port-au-Prince, followed by preparations for foreign service at Norfolk and New York.

Galveston departed Tompkinsville, N.Y., on 28 December 1905 for service in the Mediterranean with the European Squadron until 28 March 1906 when she set course from Port Said to join the fleet at Cavite, P.I., for service on the Asiatic Station. She was a part of the fleet reception for Secretary of War William H. Taft at Manila on 13 October 1906 ; served in his honor escort to Vladivostock, Siberia, the next month ; and spent the following years in cruises among ports of the Philippines, China and Japan. She arrived in San Francisco, Calif., from the Philippines on 17 February 1910 ; was decommissioned in the Puget Sound Navy Yard on the 21st ; and recommissioned there on 29 June 1912 for service that included a training cruise to Alaska. She departed the Puget Sound Navy Yard on 19 September 1913, touching San Francisco, Hawaii and Guam on her way to Cavite, P.I., where she joined the Asiatic Fleet on 2 November.

Galveston's tour on the Asiatic Station was largely taken up with convoy service for supply ships and troop transports shuttling Marines and other garrison forces and stores between the Philippines and ports of Japan and China for the protection of American lives, property, and interests with brief intervals of Yangtze River Patrol for the same purpose. She also made one convoy trip from the Philippines to British North Borneo and two trips to Guam in the Marianas. She arrived in San Diego from the Asiatic Station on 10 January 1918 and transited the Panama Canal on the 23rd, convoying British troopship *Athenic* from Cristobal, C.Z., to Norfolk, thence to New York, arriving on 11 February 1918.

Galveston was assigned to Squadron 2 of the Atlantic Fleet Cruiser Force for convoy escort duties concurrent with the training of Armed Guard crews. After one convoy run through heavy weather from Tompkinsville to Halifax, Nova Scotia, she was largely employed in repeated convoy escort voyages between New York and Norfolk until 22 September 1918 when she departed Tompkinsville with a 19-ship convoy bound for Ponta Delgada, Azores. On the morning of 30 September the convoy was attacked by German submarine *U–152*. Alerted by the flashing explosion to starboard, *Galveston* headed for the scene of attack and opened fire on the U-boat. Cargo ship *Ticonderoga* was shelled and sunk in the 2-hour battle with a loss of 213 lives but the remaining ships of the convoy were brought safely into Ponta Delgada 4 October 1918.

Galveston returned to Norfolk on 20 October 1918 to resume her coastal convoy escort work until the Armistice. She arrived in Plymouth, England, 26 March 1919 ; transported a contingent of British-American troops from Harwich to Murmansk, U.S.S.R. ; then served as flagship of Squadron 3, Patrol Force, in Western European waters. She was largely concerned with the movement of prize crews and repatriation of crews of German ships until 22 June 1919 when she got underway to serve as station and flagship at Constantinople, Turkey. She arrived on station 14 July 1919 and broke the flag of Rear Admiral Mark L. Bristol ; transported refugees and American Red Cross officials to Constantinople from the Russian ports of Novorossisk and Theodosia ; and carried Rear Admiral N. A. McCully from Theodosia to Yalta. She was relieved as station ship at Constantinople on 15 July 1920 by cruiser *Chattanooga*.

With the initial assignment of hull classification symbols and numbers to U.S. Navy ships in 1920, *Galveston* was classified as PG–31. She then returned home by way of Suez Canal and Mediterranean ports reached Boston 17 September 1920, and became a unit of the Special Service Squadron watching over American interests in waters ranging to the Panama Canal and down the West Coast of the Central American States to Corinto, Nicaragua. On 8 August 1921 she was reclassified CL–19. She also intermittently patrolled in the Gulf of Mexico with periodic calls at ports of Florida, Texas, Alabama, and Louisiana. The end of this service was climaxed by a visit to her namesake city in Texas, where she arrived from Panama 26 August 1923 to represent the Navy at the American Legion convention. She then steamed to the Charleston Navy Yard and decommissioned 30 November 1923.

Galveston was recommissioned 5 February 1924 for duty with the Special Service Squadron. She based most of her operations out of Christobal and Balboa, Panama, in a series of patrols that took her off the coast of Honduras, Cuba, and Nicaragua. On 27 August 1926 she arrived at Bluefields, Nicaragua, landing a force of 195 men at the request of the American Consul to protect American interests during a revolutionary uprising. Thereafter much of her time was spent cruising between that port and Balboa to cooperate with the State Department in the restoration and preservation of order, and to insure the protection of American lives and property in Central America.

After a voyage north in the fall of 1929 for overhaul in the Boston Navy Yard, *Galveston* revisited her namesake 26 to 29 October for the Navy Day celebrations, then touched Cuba on her way to Haiti, where she embarked Marines for transport to the Panama Canal. She resumed her watchful cruises between Balboa and Corinto until 19 May 1930 when she transited the Panama Canal for a last courtesy visit to Galveston (24–31 May) before inactivation overhaul in the Philadelphia Navy Yard. She was decommissioned at Philadelphia on 2 September 1930 ; struck from the Navy List 1 November 1930, and sold for scrapping 13 September 1933 to the Northern Metal Co. of Philadelphia Pa.

II

(CL–93 : dp. 14,600 ; l. 608′4″ ; b. 63′7″ ; dr. 25′ ; s. over 30 k. ; cpl. 1,276 ; a. 6 6″, 6 5″, 2 Tal. mis. ; cl. *Cleveland*)

The second *Galveston* (CL–93) was launched by William Cramp & Sons Shipbuilding Co., Philadelphia, Pa., 22 April 1945 ; and sponsored by Mrs. Clark Wallace Thompson. The cruiser's construction was suspended when nearly complete 24 June 1946 ; and the hull assigned

to the Philadelphia Group of the Atlantic Reserve Fleet. She was reclassified CLG–93 on 4 February 1956; then reclassified to CLG–3 on 23 May 1957; and commissioned at Philadelphia 28 May 1958, Captain J. B. Colwell in command.

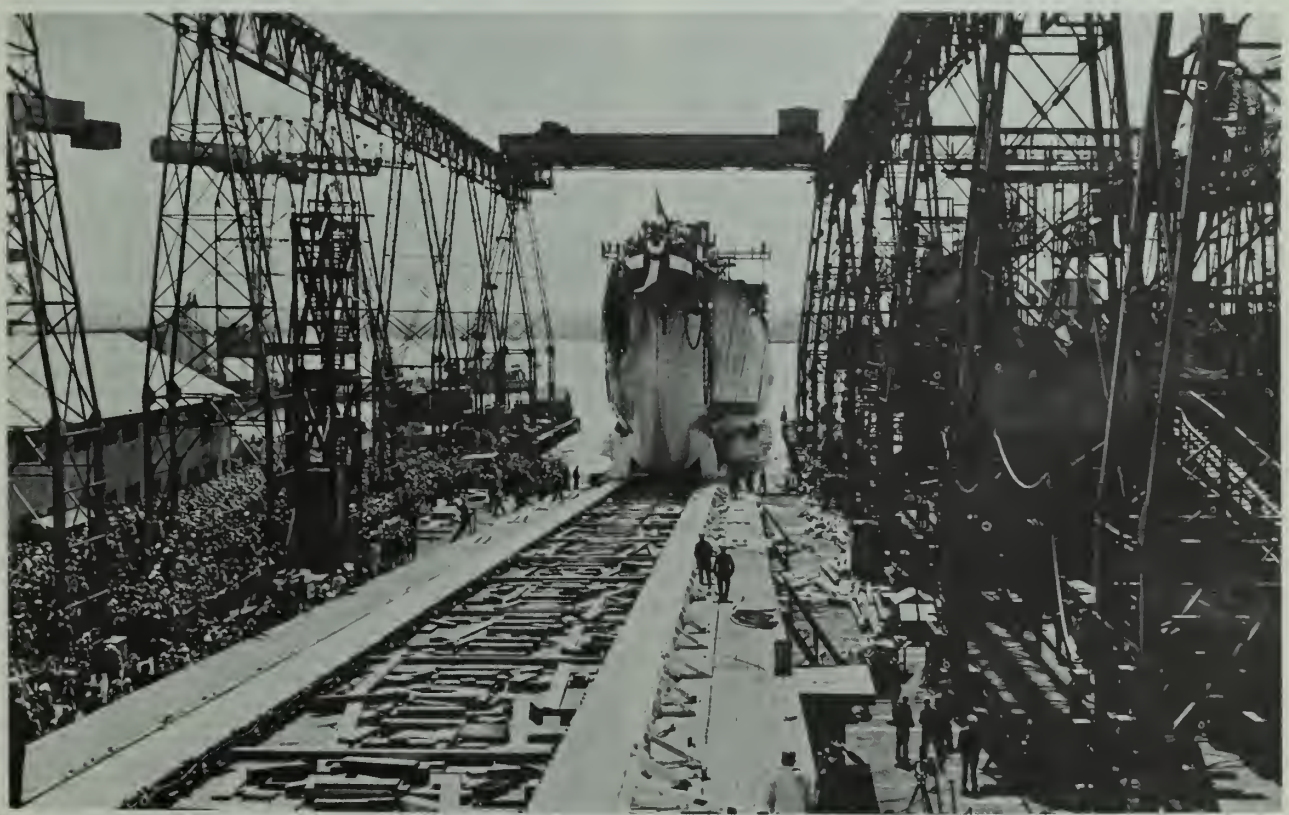
The warship departed Philadelphia on 30 June 1958 for builder's trials out of Norfolk, Va., in the Virginia Capes area, that included "highly successful" tests of her new Talos missile and tracking gear. The deadly Talos supersonic surface-to-air missile weighs nearly 3000 pounds, including a 40,000 horsepower ramjet engine; with a range of over 65 miles and is designed to destroy enemy aircraft at high altitudes using either a conventional or atomic warhead. She finished out the year with operations in the Norfolk area.

Galveston arrived at San Juan, Puerto Rico, 16 January 1959 for training and evaluation operations in waters of the West Indies. She successfully fired the first Talos missile ever shot at sea 24 February 1959. Termed by Admiral Arleigh Burke as "the best antiaircraft missile in any arsenal in the world," the Talos sent its payload off in a trail of bright orange flame. *Galveston* reported the shot "hot, straight and normal" as she proudly proved her capability as one of the most mighty warships of the modern United States Navy. The cruiser set course for Norfolk 17 March and a special yard period in the Philadelphia Naval Shipyard.

In July 1959 *Galveston* conducted shakedown and acceptance trials in the Virginia Capes area, followed by a refresher training cruise to waters off Cuba and the testing of her radar and communications in war games with the U.S. Air Force. On 4 January 1960 she departed Norfolk for a visit to Charleston, S.C., and operations off the Florida coast, Puerto Rico, and the Virgin Islands. She then headed to her namesake city of Galveston, arriving on 16 February for a Silver Service presentation. Returning to Norfolk, the cruiser unloaded her ammunition for shock tests off the Bahamas, then entered the Philadelphia Naval Shipyard on 25 March 1960 for a yard period that extended into the fall. During this time the cruiser entertained more than 30,000 visitors. She headed for the Virginia Capes 24 October 1960, successfully completing her first missile transfer at sea.

On 6 January 1961 *Galveston* departed Norfolk for more Bureau of Naval Weapons technical evaluation of her Talos missile systems, including tests of the IV Talos, its capabilities and potentials, in areas off Jacksonville, Fla., Puerto Rico and the Virgin Islands. These evaluations completed 1 March, she departed San Juan for refresher training and her final acceptance trial out of Guantanamo Bay. The cruiser returned to Norfolk on 9 April, but soon steamed to Jacksonville, Fla., where on 8 May she began duty under the Operational Technical Evaluation Force that included extensive testing of her missile system and many Talos firings. The effectiveness of the system and the weapon were demonstrated by a new, long-range record as well as a successful two-missile salvo shot. The Talos missile cruiser entertained over 17,000 visitors at Cape Canaveral on the Armed Forces weekend celebration in May; completed later phases of her evaluation exercises in the Caribbean through 21 July; then visited Bayonne, N.J., where her missile fire-control radars were removed preparatory to overhaul in the Philadelphia Naval Shipyard (30 August 1961–23 July 1962). This overhaul included modifications to the fire control system of the Talos missile.

Galveston departed Philadelphia on 23 July 1962, transited the Panama Canal for San Diego, Calif.; and joined Cruiser-Destroyer Flotilla 9, U.S. Pacific Fleet, on 24 August 1962. She operated along the West Coast until October 1963 when she sailed for the Western Pacific as flagship of the flotilla. During the next 6 months she operated in the Far East with the 7th Fleet off Japan, Taiwan, and Okinawa. She returned to San Diego 16 April 1964 and resumed West Coast training.



USS *Galveston* (CL–93) going down the ways 22 April 1945

Following a 4-month overhaul from October 1964 to February 1965, *Galveston* departed San Diego 4 June for operations off the coast of South Vietnam. She touched at Subic Bay, Philippines, 21 June, then sailed to join the 7th Fleet in the South China Sea. During the next 5 months she ranged the Southeast Asian waters from the Gulf of Thailand to the Gulf of Tonkin while supporting the American effort to repel Communit aggression in South Vietnam. She provided gunfire support during search-and-clear operations at Chu Lai and at the Vun Tuong Peninsula. In addition she provided air defense for 7th Fleet carriers in the South China Sea and conducted search and rescue operations in the Gulf of Tonkin. She departed the Philippines 2 December and arrived San Diego 18 December.

Resuming operations early in January 1966, *Galveston* operated out of San Diego to the Hawaiian Islands and along the California coast while keeping her crew and equipment in a peak state of readiness. From 31 July to 4 November she underwent modernization overhaul, then she resumed training for the remainder of 1966. Early in 1967 she departed San Diego for the East Coast, and at present she is assigned to the Atlantic Fleet for duty in the Atlantic and the Mediterranean.

Gamage

A merchant name retained.

I

(SwStr: t. 187; l. 148'6"; b. 30'3"; dph. 4'6"; a. 2 20-pdrs., 1 12-pdr.)

Gamage was built as merchant steamer *Willie Gamage* in 1864 at Cincinnati, Ohio; purchased there 22 December 1864; and converted into a gunboat by Joseph Brown of Cincinnati. She was commissioned at Mound City, Ill., 23 March 1865, Acting Master William Neil in command.

Assigned to the 5th Division of the Mississippi Squadron, *Gamage* departed Mound City 30 March 1865 and arrived Natchez, Miss., 2 April where she remained alert to intercept Confederate President Jefferson Davis, his cabinet and other Confederate leaders should they attempt to cross the Mississippi River. The President of the Confederacy and members of his staff were captured 10 May at Irwinville, Ga.

On 1 June *Gamage* entered the mouth of Red River to form with a joint expedition up that river to receive surrendered Confederate ships and men. The Union naval force of eight steamers under command of Lt. Comdr. W. E. Fitzhugh was accompanied by Army steamer *Ida May*, carrying Major General F. J. Herron and his staff. Arriving Alexandria, La., 2 June, Commander Fitzhugh took possession of Confederate ironclad *Missouri* and proceeded up river to Shreveport, La., in *Gamage*. There he seized the steamer *Cotton* and supplies at the Navy storehouse and on the 8th departed for the mouth of the river. At the request of General Herron, *Gamage* remained at Alexandria, La., to assist the Army as needed until 27 June when she departed for Natchez, Miss., arriving 7 July.

Gamage reached Mound City from Natchez 22 July. She decommissioned on the 29th and was sold at public auction 17 August 1865 to J. R. Griffith for $11,000. She was redocumented as merchant steamer *Southern Belle* 4 October 1865 and burned 11 October 1876 at Plaquemine, La.

Gamage (IX–227) was launched as *William B. Allison* under Martime Commission contract by California Ship Building Corp., Los Angeles, Calif. 8 March 1943. She was acquired by the Navy and renamed *Gamage* 30 July 1945 for use as floating storage for lubricants and drummed petroleum products at Ulithi. She was placed out of service 8 February 1946 and returned to WSA 5 April. She was sold to China Merchants & Engineers, Inc. 19 February 1948.

Gambier Bay

A bay in the coast of Alaska.

(CVE–73: dp. 7,800; l. 512'3"; b. 65'; t. 108'1"; dr. 22'6"; s. 19 k.; cpl. 860; a. 1 5", 16 40mm.; cl. *Casablanca*)

Gambier Bay, originally classified AVG–73, was reclassified ACV–73 on 20 August 1942 and again reclassified CVE–73 on 15 July 1943; launched under a Maritime Commission Contract by the Kaiser Shipbuilding Co., Vancouver, Wash., 22 November 1943; sponsored by Mrs. H. C. Zitzewitz of Oswego, Oreg.; and commissioned at Astoria, Oreg., 28 December 1943, Captain Hugh H. Goodwin in command.

After shakedown out of San Diego, the escort carrier sailed 7 February 1944 with 400 troops embarked for Pearl Harbor, thence to rendezvous off the Marshalls where she flew 84 replacement planes to famed carrier *Enterprise* (CV–6). She returned to San Diego via Pearl Harbor, ferrying aircraft for repairs and qualified carrier pilots off the coast of Southern California. She departed 1 May to join Rear Admiral H. B. Sallada's Carrier Support Group 2 (TG 52.11), staging in the Marshalls for the invasion of the Marianas.

Gambier Bay gave close air support to the initial landings of Marines on Saipan 15 June 1944, destroying enemy gun emplacements, troops, tanks, and trucks. On the 17th her combat air patrol shot down or turned back all but a handful of 47 enemy planes headed for her task group and her gunners shot down 2 of the 3 planes that did break through to attack her.

The following day, warning of another air attack sounded. As her fighters prepared to take off, they found intense antiaircraft fire of the entire task group covering their flight path. Nevertheless, in a harrowing feat termed by Captain Goodwin as "another shining example of the adaptability and courage of the young men of our country," eight pilots of Composite Squadron 10 did take off to help repulse the aerial onslaught.

Gambier Bay remained off Saipan, repulsing aerial raids and launching planes which strafed enemy troop concentrations, bombed gun emplacements, and supported marines and soldiers fighting ashore. Meanwhile, American carriers slashed the carrier air strength of the combined Japanese Mobile Fleet and turned it back in defeat in the Battle of the Philippine Sea. *Gambier Bay* continued close ground support operations at Tinian (19–31 July), then turned her attention to Guam, where she gave identical aid to invading troops until 11 August.

After a respite for logistics in the Marshalls, *Gambier Bay* spent 15 to 28 September supporting the amphibious attack which drove ashore and captured Peleliu and Angaur, Southern Palaus. She then steamed by way of Hollandia, New Guinea, to Manus, Admiralties, where the invasion of the Philippines was staged. Screened by four destroyer escorts, *Gambier Bay* and *Kitkun Bay* (CVE–71) escorted transports and amphibious landing ships safely to Leyte Gulf before joining Rear Admiral Clifton A. F. Sprague's escort carrier task unit 19 September off Leyte.

The task unit comprised six escort carriers, screened by three destroyers and four destroyer escorts, and was known by its voice radio call as "Taffy 3." Under the command of Rear Admiral Thomas L. Sprague, eighteen escort carriers, divided into three "Taffy" units, maintained air supremacy over Leyte Gulf and eastern Leyte. During the invasion their planes destroyed enemy airfields, supply convoys, and troop concentrations; gave troops driving inland vital close air support; and maintained combat air patrol over ships in Leyte Gulf. While "Taffy 1" and "Taffy 2" were respectively stationed off northern Mindanao and off the entrance to Leyte Gulf, "Taffy 3" steamed off Samar.

Meanwhile, the Japanese threw their entire fleet against American naval power in a desperate gamble to destroy

the large concentration of American shipping in Leyte Gulf. Powerful enemy forces, comprised of carriers, battleships, cruisers, and destroyers, converged on the Philippines in a three pronged attack to the south, center, and north. The Japanese Southern Force met disaster before dawn 25 October as it tried to drive through Surigao Strait to join the Center Force off Leyte Gulf. While steaming through the Sibuyan Sea enroute to San Bernardino Strait, the Center Force was hit hard on the 24th by hundreds of planes from Admiral Halsey's fast attack carriers. After the Battle of Sibuyan Sea, Admiral Halsey no longer considered the Center Force a serious menace, and he sent the carriers north to intercept decoy carriers of the Japanese Northern Force off Cape Engaño.

These swift moving events left the escort carriers of "Taffy 3" as lone sentinels off Samar, and unaware of the nighttime movement of the Center Force. However, shortly after sunrise 25 October, a gap in the morning mist disclosed the pagoda-like masts of enemy battleships and cruisers on the northern horizon. The still dangerous enemy force of more than 20 ships had slipped undetected through San Bernardino Strait and down the fog-shrouded coast of Samar, bound for Leyte Gulf.

Despite the probable outcome of an engagement between two so unequal surface forces, the presence of enemy ships in Leyte Gulf was unthinkable; and "Taffy 3" turned to do battle against the enemy. Immediately, an urgent call for help went out from "Taffy 3" as the escort carriers steamed eastward and launched planes that performed seemingly impossible feats: scoring hits with torpedoes, bombs, and strafing until their ammunition ran out, then making dummy runs to break the enemy formation and delay its advance. Smoke was laid down to cover their running fight as the gallant destroyers docked in and out of the mist and smoke to charge battleship, cruiser, and destroyer formations point-blank until ordered back to cover the escore carriers with more smoke. The lone 5-inch gun of *Gambier Bay* spat out at an enemy cruiser that was shelling her; and destroyer *Heerman* (DD–532) made an unsuccessful effort under the combined fire of the heavy enemy ships to save *Gambier Bay*.

Gambier Bay was soon dead in the water as three cruisers closed to point blank range. Fires raged through the riddled escort carrier. She capsized and sank at 0907, 25 October 1944 with the majority of her nearly 800 survivors rescued by landing and patrol craft dispatched from Leyte Gulf. Three other ships, gallantly fighting to the end, went down: *Hoel* (DD–533); *Samuel B. Roberts* (DE–413); and *Johnston* (DD–557). The latter used only her 5-inch guns in a dummy torpedo run that thwarted the torpedo attack of an entire Japanese Destroyer Squadron lead by a cruiser.

Aircraft from "Taffy 2" joined in the epic battle off Samar. The events that followed are best described in Admiral Sprague's own words: "At 0925 my mind was occupied with dodging torpedoes when near the bridge I heard one of the signalmen yell 'They're getting away!' I could hardly believe my eyes, but it looked as if the whole Japanese fleet was indeed retiring. However, it took a whole series of reports from circling planes to convince me. And still I could not get the fact to soak into my battle-numbed brain. At best, I had expected to be swimming by this time."

Gambier Bay and other ships of "Taffy 3," aided by planes of "Taffy 2," had stopped the powerful Japanese Center Force and inflicted a great loss. Two enemy cruisers were sunk and much damage inflicted on the other ships of this overwhelmingly powerful surface fleet, turned back in the last analysis by the indomitable spirit of the men of the escort carriers and their screen of destroyers and destroyer-escorts.

Gambier Bay received four battle stars for service in World War II and shared in the award of the Presidential Unit Citation to "Taffy 3" for extraordinary heroism in the battle off Samar.

Gamble

Named jointly in honor of two brothers, heroes of the War of 1812.

Lt. Peter Gamble, was born in Bordentown, N.J.; appointed midshipman 16 January 1809; served on Macdonough's flagship *Saratoga* in the Battle of Lake Champlain, being killed in action while in the act of sighting his gun 11 September 1814. Macdonough deplored his loss and commended his gallantry in action.

Lt. Col. John M. Gamble, USMC, was born in Brooklyn, N.Y., in 1791; appointed 2d Lt. 16 January 1809; and distinguished himself by coolness and bravery in many enterprises, including critical encounters with hostile natives of the Marquesa Islands during the absence of frigate *Essex* in 1813, and sailing a prize of *Essex*, with only a four-man crew and without benefit of a chart in a remarkable 17–day voyage to the Hawaiian Islands. He was breveted a Lt. Col. 3 March 1827 and died in New York 11 September 1836.

(DD–123: dp. 1090; l. 314′5″; b. 31′9″; dr. 8′8″; s. 35 k.; cpl. 113; a. 4 4″, 2 3″, 2 .30 cal. mg., 12 21″ tt., 1 dcp, 2 dcp.)

Gamble (DD–123) was launched 11 May 1918 by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; sponsored by Miss Evelyn H. Jackson, relative of Secretary of the Navy Josephus Daniels; and commissioned at Norfolk 29 November 1918, Comdr. H. J. Abbett in command.

After shakedown training out of the Virginia Capes, *Gamble* sailed from New York 13 January 1919 to take part in maneuvers off Cuba; Key West, Fla.; and the New England seaboard until June 1919. Following overhaul at Norfolk, she joined the Pacific Fleet at San Diego 7 August 1919 and operated along the Pacific coast until placed in reserve status in the Mare Island Navy Yard 1 December 1919. In October 1920, she came out of reserve and assisted the flotilla in torpedo practice; maneuvered with the Battle Force; and cruised along the California coast as a training ship for reservists. She decommissioned at San Diego 17 June 1922.

Gamble recommissioned 24 May 1930; was reclassified (DM–15) on 13 June, and converted into a light minelayer in the Mare Island Navy Yard. Arriving Pearl Harbor from the West Coast, she became flagship of Mine Squadron 2 in July 1930 and later served as flagship of Mine Division 1, Mine Squadron 1. She cruised Hawaiian waters instructing Naval Reservists in mine warfare and acted as plane guard and radio tracker for seaplanes, each year participating in fleet readiness and fleet problems until she returned to San Diego where she decommissioned 22 December 1937. Recommissioning 25 September 1939 as Europe was plunged into World War II, she joined Mine Division 5 in patrol and schoolship duties out of San Francisco. In April 1941 she proceeded to Pearl Harbor for war readiness patrol in Hawaiian waters as a unit of Mine Division 2.

On 7 December 1941, *Gamble* had returned from offshore patrol, when her peaceful Sunday morning routine was broken by the first of the Japanese carrier-based planes which pounded American ships in the harbor. *Gamble's* gunners joined the fire of other warships and had the satisfaction of seeing one enemy plane fall into the water on her port beam. After the attack she took antisubmarine partol station in the screen of the carrier *Enterprise* (CV–6), and later guarded the approaches to Pearl Harbor. In mid-February 1942 she headed south in the escort for a convoy to Pago Pago, Samoa; then joined *Ramsey* in laying a protective mine field off Tutuila. At the end of March the two minelayers shifted to the Fiji Islands, to lay a minefield in Nandi waters 7–14 April. Returning to Pearl Harbor for heavier armament, *Gamble* helped safeguard convoys to Midway during the time of that crucial and historic battle, then headed south with *Breese* and *Tracy* to lay a defensive mine field off the

entrance to Second Channel, Espiritu Santo, New Hebrides Islands.

On 27 August 1942 *Gamble* joined a task unit headed to Guadalcanal. Although designated a destroyer-minelayer, the old four-piper still carried antisubmarine gear. On the morning of 29 August, when her lookouts spotted a large enemy submarine, she immediately went into action. After several depth charge attacks, *Gamble* ran through large oil slicks, found deck planking, and observed a large air bubble break the surface. Later her victim was identified as Japanese submarine *I–123*, whose dying radio had signaled "under heavy enemy attack." That afternoon she proceeded at full speed to Nura Island where she rescued four stranded aviators from aircraft carrier *Saratoga*. Continuing to aid in the bitter struggle for Guadalcanal, she transported 158 marines to the island 31 August, patrolled off Lunga Roads, then on 5 September assisted in freeing grounded transport *William Ward Burrows* (AP–6) and escorted her to Espiritu Santo, New Hebrides Islands. Her patrol, escort, and transport duty continued as the drive for Guadalcanal pressed on to victory.

Five minutes after midnight, 6 May 1943, *Gamble*, with minelayers *Preble* and *Breese* turned simultaneously in rain squalls which broke at times to disclose each to the other in perfect formation. Making 15 knots, each ship dropped a mine every 12 seconds, planting over 250 mines in 17 minutes across Blackett Strait, the western entrance to Kula Gulf and directly in the favorite route of the worrisome "Tokyo Express." The ships then sped north to join the protective screen of Rear Admiral Ainsworth's cruiser-destroyer force before refueling at Tulagi. On the night of 7–8 May, four Japanese destroyers entered the mined waters. One, *Kurashio*, went down, two others, *Oyashio* and *Kagero*, were badly damaged and sent out calls for help that brought the fourth destroyer *Michishio* to the scene. Aircraft, alerted by a coastwatcher, intercepted the rescue operation, sinking the two destroyers and sending *Michishio* limping back to port, badly damaged.

On 30 June 1943, during the invasion of New Georgia, *Gamble* laid a string of mines off the beachhead, before returning to Tulagi. In July welcome orders sent her back to the United States for overhaul. She headed west again 20 September 1943. Her minelaying duties then brought her to Empress Augusta Bay 1–2 November 1943 to support landing operations; Bougainville Strait, 7–8 November; Purvis Bay, Florida Island, 23–24 November, thence to the New Hebrides Islands for escort duty among the Solomons until she returned to San Francisco 12 October 1944.

After overhaul and refresher training, *Gamble* departed San Diego 7 January 1945, en route via Hawaii and the Marshalls to Iwo Jima where she arrived 17 February, to lend fire support to the various sweeping units, and to explode floating mines. During her shelling a direct hit on an ammunition dump exploded the enemy magazine like a giant firecracker at the foot of Mt. Surabachi.

On 18 February 1945 *Gamble* was hit just above the waterline by two 250-pound bombs. Both firerooms immediately flooded and she became dead in the water with two holes in her bottom as all hands fought raging fires, jettisoned topside weight and shored damaged bulkheads. Five men were killed, one missing in action, and eight wounded. As marines stormed the shores of Iwo Jima the next day, *Gamble* was taken in tow by *Dorsey* who turned her over to *LSM–126* for passage to Saipan. She arrived at Saipan 24 February and went alongside *Hamul* for repair.

Some hope remained for *Gamble* for a long time, but on 1 June 1945 she decommissioned, and on 16 July she was towed outside Apra Harbor, Guam, and sunk.

Gamble received seven battle stars for service in World War II.

Game Cock, see *Vesuvius* (AE–15)

Gamma

The third letter in the Greek alphabet.

(ScStr: t. 36; l. 65′; b. 14′; dph. 6′; s. 12 k.; a. (Nov. 1864) 8 r., 1 torp.)

Gamma was built in 1863 as steamer *R. F. Loper* at Philadelphia, Pa.; purchased there 3 June 1864; renamed *Gamma*, but was also called *Tug Number 3* and *Picket Boat Number 3*.

Gamma was assigned as a picket boat in the James River, Ens. Henry F. Curtis in command. She arrived at New Bern, N.C., from the James River 3 April 1865. Placed at the disposal of General W. T. Sherman's quartermaster, she served in the sounds of North Carolina until close of the Civil War. She was sold by public auction at New York 25 October 1865 to D. Trundy. Redocumented as merchant steamer *Peter Smith* 13 Decem 1865, she burned at New York 9 May 1893.

Gammon, Sgt. Archer T., see *Sgt. Archer T. Gammon* (AK–243)

Ganadoga

Former Iroquois villages of the Oneida Tribe in upper state New York and on the Canadian shore of Lake Ontario.

(YTB–390: dp. 237; l. 100′; b. 26′; dr. 9′7″ s. 12 k.; cpl. 10; a. 2 .50 cal. mg.; cl. *Sassaba*

Ganadoga, originally designated YT–390, was reclassified YTB–390 on 15 May 1944; laid down 2 August 1944 by Consolidated Shipbuilding Corp., Morris Heights, N.Y.; launched 9 September 1944; and placed in service 15 December 1944.

Ganadoga was assigned to 5th Naval District, Norfolk, and performed miscellaneous harbor operations for the next 18 years. She was reclassified YTM–390 on 1 February 1962, and in December of that year she was transferred to the 6th Naval District at Charleston, S. C. At present *Ganadoga* is still active in the 6th Naval District.

Gandy

Seaman Second Class Andrew Jackson Gandy was born 20 October 1924 in Chattanooga, Tenn.; enlisted 21 February 1942; and gallantly gave his life on board cruiser *San Francisco* in a heroic gunnery action against Japanese torpedo planes during the Battle of Guadalcanal, 12–13 November 1942. He was posthumously awarded the Navy Cross.

(DE-764: dp. 1240; l. 306′; b. 36′8″; dr. 8′9″; s. 21 k.; cpl. 186; a. 3 3″, 2 40 mm. 8 20 mm., 3 tt., 2 dct, 8 dep, 2 dcp. (h.h.); cl. *Cannon*)

Gandy was launched 12 December 1943 by the Tampa Shipbuilding Co., Tampa, Fla.; sponsored by Miss Ruby Gandy, sister of Seaman Gandy; and commissioned at Tampa 7 February 1944, Lt. Comdr W. A. Sessions in command.

Gandy, following shakedown training in Bermuda waters, joined Escort Division 22 at New York. After escorting *Yukon* (AF-9) to Norfolk, she departed New York 15 April 1944 as part of the escort for fast tanker convoy CU-21 bound for Northern Ireland. The second day of the voyage at 0806, 16 April, German submarine *U–550* torpedoed and sank tanker *Pan Pennsylvania*. During recovery of survivors by *Joy*, *Gandy* and *Peterson* at 0950, *Joyce* made sound contact with the U-boat and delivered a depth charge attack. When *U–550* surfaced about 600 yards on *Gandy's* starboard bow, Comdr. Sessions ordered "Right full rudder, come to 320, open fire and stand by to ram."

Gandy headed for the submarine's conning tower but the U-boat's deft maneuvers caused the escort destroyer to hit it 30 feet from the stern. *Gandy* hauled clear, silenced the submarine's machine gun battery with a short burst of gunfire, then observed the Germans abandoning ship. *Joyce* recovered twelve survivors as *Gandy*, with nearly four feet of her bow strake gone and several plates buckled, assessed her damage. *U–550* was shaken by a muffled explosion and sank. Four of *Gandy*'s men were injured in the fight.

Gandy continued with the convoy which reached Lisahally, Northern Ireland, 26 April 1944. She returned to New York 12 May and helped escort nine more convoys safely out of New York to Lisahally and Liverpool by 24 May 1945 when she returned from the last of these voyages. After repairs in the New York Naval Shipyard, she sailed 8 June for brief training in Cuban waters before proceeding to Hawaii. She departed Pearl Harbor 6 August 1945 en route to the Philippines via the Marshalls and the Carolines, then sailed from Leyte on the 24th in the escort of an occupation force convoy which entered Tokyo Bay 1 September. Following the formal signing of the surrender of Japan, the next day she escorted a convoy from Okinawa to Yokohama, Japan, and then departed 16 November to serve the Philippine Sea Frontier on weather patrol between Manila, Samar, and Manicani.

Gandy departed Samar 1 February 1946 and reached Norfolk, via Hawaii, San Pedro, and the Panama Canal, 26 March 1946. She decommissioned at Green Cove Springs, Fla., 17 June 1946. She was in reserve status until 10 January 1951 when she was transferred to Italy under the Military Assistance Program. She serves the Italian Navy under the name of *Altair*.

Gandy received one battle star for service in World War II.

Ganges

The principal river of India, flowing into the Bay of Bengal. A merchant name retained.

(Ship: t. 504; l. 116′4″; b. 31′4″; dph. 15′8″; cpl. 220; a. 26 9-pdrs.)

Originally a fast sailing merchantman, *Ganges* was built in Philadelphia in 1794 for the West Indies trade; purchased at Philadelphia 3 May 1798 when hostilities with France became imminent; and hastily fitted out to become the first man-of-war to fit out and get to sea under the second organization of the Navy.

Ganges sailed from Philadelphia 24 May 1798 under Captain Richard Dale, directed to "seize, take and bring into a port of the United States" French armed ships "committing depredations" within one marine league of the coast between the Capes of Virginia and Long Island. On 13 July further orders authorized her to take any French armed ship wherever found, but she continued patrol between Cape Henry and Long Island for the protection of the large seaport cities. On 30 July *Ganges* was directed to return to Philadelphia for refitting, but put into New York instead because of fever and plague at the former city.

In mid-September 1798 Captain Thomas Tingey relieved Captain Dale and on 7 December his ship was ordered to the Windward Passage between Cuba and Hispaniola to join the squadron protecting the Jamaican trade. Cruising in these waters with *General Pinkney* and *South Carolina*, she guarded American merchantmen from piratical seizure by armed ships of France and "all armed vessels acting without commission."

On 6 January 1799 off the Island of Tortuga, *Ganges* fell in with the sloop *Ceres*, off her course for no apparent reason and suspected of heading for illegal trade at Cap François. The captain was detained, questioned, and reported to intelligence. The incident occasioned the following passage from Tingey's letter of concern to Benjamin Stoddert, the Secretary of the Navy: "There is one kind of business carried on here at present, which I conceive behoves us much to suppress. Many American vessels are said to have arrived here, with provisions. etc., in a day or two their papers are chang'd by a pretended sale, and they go off for French ports—in some instances, without shifting or discharging their cargoes—return here with French produce, assume their American papers, and clear from this for home. I shall endeavor to ascertain and identify some of the actors in this nefarious business and give you information."

On 21 February officers of the 44-gun English frigate *Surprise* boarded *Ganges* off Cape Nichola Mole, Hispaniola, and demanded all Englishmen aboard. Tingey firmly replied: "A public ship carries no protection but her flag. I do not expect to succeed in a contest with you; but I will die at my quarters before a man shall be taken from the ship." The crew gave three cheers, ran to quarters, and called for "Yankee Doodle"; *Surprise* departed.

Having returned home for repairs in March, *Ganges* was ordered to convoy *Kingston*, carrying American Consul General Dr. Stevens, to talk with Toussaint in Haiti. She then cruised the Caribbean from Havana to Puerto Rico, St. Thomas, St. Kitts, St. Bartholomews, Santo Domingo, Barbuda, and Jamaica.

On 16 June *Ganges*, with *Norfolk*, captured French privateer *Vainquere* (formerly British *Harlequin*) *off* Saint Bartholomews. Eighty-five men were taken prisoners and the prize sent to Norfolk under Captain Pitcher. In July she captured the small *Eliza;* on 5 August *La Rabateuse*, a French "letter of marque" laden with sugar and cotton; and on 16 August retook American schooner *John* from the French.

The hurricane season approached and it was thought *Ganges* should return to the United States, but Tingey proudly reported his ship could withstand the Caribbean storms: "No ship in the service . . . will be found better able to sustain this violence than the *Ganges*—nor a crew that can, with more alacrity, bring a ship to a state of preparation to bear heavy weather. . . . Believe me Sir, that she has outsailed every ship and vessel of the United States."

On 20 August *Ganges* captured a small French letter of marque off St. Thomas. She later captured *L'Eugene* with 28 men and on 2 October recaptured American schooner *Laurel*, called *L'Esperance* by the French.

Ganges returned to Philadelphia in the fall and Captain Tingey was relieved by Captain John Mullowny on 16 November. That December she sailed for the West Indies, again convoying American merchantmen until May 1800 when she returned to the States.

On 25 May 1800 Captain Mullowny received orders to proceed to Havana, and *Ganges* shortly departed Philadelphia for another eventful cruise. On 19 July she captured schooner *Prudent;* on the 20th recaptured American brigantine *Dispatch;* and the 21st, the third successful day in a row, took schooner *Phoebe*. On 28 July *Ganges* captured French privateer *La Fortune*. In September, her crew ridden with fever, she returned to the United States.

Sailing again 31 January 1801, *Ganges* proceeded with a convoy for Havana. En route she was severely damaged by a storm and put into Basseterre Roads, St. Christopher. Here, Commodore John Barry surveyed the ship on 2 March and found her "unfit for sea." Being unable to continue her voyage, *Ganges* remained on the Guadeloupe station until May, then proceeded north with a convoy which reached Philadelphia early in June. On 10 June 1801, under provision of the Peace Establishment Act, the Navy agent at Philadelphia was ordered to prepare *Ganges* for sale. She was sold prior to December 8 for $21,000.

Gannet

A large, white, web-footed sea bird.

I

(AM–41: dp. 950; l. 187′10″; b. 35′6″; dr. 9′10″; s. 14 k.; cpl. 72; a. 2 mg.)

The first *Gannet* was laid down 1 October 1918 by the Todd Shipyard Corp., N.Y.; launched 19 March 1919; sponsored by Miss Edna Mae Fry; and commissioned at the New York Navy Yard 10 July 1919, Lt. J. E. Armstrong in command.

Gannet departed New York 11 August 1919 and reached San Diego, Calif., 2 November after training out of Guantanamo Bay, Cuba. A unit of the Train, Pacific Fleet, she based at San Diego and was subsequently assigned to Aircraft Squadron, Battle Fleet, and later to Base Force, U.S. Fleet. Serving primarily as a tender to aircraft squadrons, she also performed towing, transport, and passenger service along the western seaboard, and made periodic cruises as tender to aircraft units participating in Army-Navy exercises, fleet problems, and maneuvers off Hawaii, the Panama Canal, and in the Caribbean Sea. She spent the summer months of 1926, 1929, and 1932–35 as tender to aerial survey expeditions to Alaska and the Aleutian Islands. On 30 April 1931 *Gannet* was designated a minesweeper for duty with aircraft. She was reclassified AVP–8, 22 January 1936.

Gannet departed San Diego 18 August 1937 and based at Coco Solo, Panama, as tender for aircraft squadrons of the Scouting Force until 1 June 1939. Arriving Norfolk 9 June, she then became tender to Patrol Wing 5, Aircraft Scouting Force. In a series of cruises from Norfolk, she tended Navy patrol planes based at Key West, Bermuda, Santa Lucia, and Trinidad; then steamed north 22 September 1941 to establish an advance seaplane base at Kungnait Bay, Greenland (6–23 October). She served on plane guard station in the Davis Strait for an Iceland-Argentia ferry flight before returning to Norfolk 11 November.

Gannet was tending patrol planes at Hamilton, Bermuda, when the Japanese struck Pearl Harbor. She returned to Norfolk 12 December and sailed 21 January 1942 for Bermuda to serve as tender to Patrol Squadron 74, which provided air patrol and coverage in approaches to that base. *Gannet* also was communication center for all aircraft operations in that area.

Departing Bermuda 2 June, *Gannet* joined British ship HMS *Sumar* the next day in an unsuccessful search for the torpedoed merchantman *Westmoreland*. Ordered back to base the afternoon of 6 June, the two warships became separated during the night. Before dawn 7 June, northwest of Bermuda, *Gannet* was hit by submarine torpedoes. She went down so rapidly that her decks were awash within 4 minutes, and she carried 14 of her crew down with her. Her commanding officer, Lt. Francis E. Nuessle, fought free of the suction, joined other survivors, and ordered the life rafts tied together in the heavy seas with wounded hoisted on board and the uninjured hanging on the sides. Twenty-two men were rescued by two planes of Patrol Squadron 74 which made the daring landing in heavy seas. *Hamilton* (DMS–18), led to the scene by one of the same planes, rescued 40 others.

II

(MSC–290: dp. 378; l. 145′5″; b. 27′3″; dr. 8′6″; s. 13 k.; cpl. 37; a. 2 20mm.; cl. *MSC–280*

The second *Gannet* was laid down 1 May 1959 by the Tacoma Boatbuilding Co., Inc., Tacoma, Wash.; launched 2 May 1960; sponsored by Mrs. Frank P. Luongo, Jr.; and commissioned in the Puget Sound Naval Shipyard 14 July 1961, Lt. E. L. Gaylor in command.

After shakedown, *Gannet* departed Puget Sound 4 August and arrived Long Beach, Calif., 9 August. As a unit of Mine Division 92, she operated off southern California and conducted exercises in mine countermeasures. During the first 2 weeks in June 1962 she participated in Joint Task Force 8 nuclear tests off the California coast. Local operations out of Long Beach continued until 2 July when she departed for Japan via Pearl Harbor, Midway, and Guam, arriving Sasebo 13 August.

After type training off the Japanese coast with Mine Division 32, she departed Sasebo 1 October for Chinhae, Korea, where she joined in mine force exercises with units of the Republic of Korea Navy. After returning to Sasebo 7 October, she steamed to Okinawa, Hong Kong, and Taiwan before returning to Japan early in November for additional type training that included schoolship service out of Yokosuka.

During the next 2 years *Gannet* continued operations out of Sasebo. Mine warfare exercises and training in mine countermeasures sent her to Korea, Okinawa, Taiwan, Hong Kong, and the Philippines. During July and August 1964 she performed special mine countermeasure operations in the South China Sea while supporting U.S. naval operations along the coast of Vietnam. She returned to the South China Sea in February 1965; participated in a joint amphibious exercise with ships of the Thailand Navy; then steamed to the Vietnamese coast in mid-April to resume special duty.

Gannet returned to Sasebo 24 May and for more than 6 months operated along the coast of Japan. Early in December she returned to the coast of Vietnam, where she joined Operation "Market Time" as a coastal surveil-

USS *Gannet* (AVP–8) at John Glacier, near Juneau, Alaska, in 1936

lance patrol ship. During her patrols she inspected hundreds of Vietnamese fishing boats in an effort to control the infiltration of Viet Cong troops and supplies. In addition, she provided treatment for South Vietnamese fishermen requiring medical aid. She departed Vietnam 14 January 1966 and returned to Sasebo the 29th.

She served along the Japanese coast until 10 April when she again sailed for South Vietnam, arriving 10 days later to resume "Market Time" patrols. During the remainder of the year *Gannet* made three patrol and surveillance deployments along the Vietnamese coast. In addition she participated in SEATO minesweeping exercises in the Gulf of Thailand. At present she remains assigned to the Pacific Fleet and, operating out of Sasebo, continues to support the forces of freedom against Communist aggression in Southeast Asia.

Gansevoort

Commodore Guert Gansevoort, born in Gansevoort, N.Y., 7 June 1812, was appointed a Midshipman in the Navy 4 March 1823. Subsequently he served in the Mediterranean on board *Constitution*, *North Carolina*, and *Ohio;* took part in attacks on Tuxpan and Tabasco during the Mexican War; landed seamen and marines from *Decatur* to defend Seattle, Washington Territory from hostile Indians in January 1856; was in charge of ordnance at the New York Yard 1861–63 helping fit out ships which had been acquired for blockade duty; and commanded ironclad *Roanoke* in the last year of the Civil War. He retired 28 January 1867 and died 15 July 1868 at Schenectady, N.Y.

(DD–608: dp. 1,620; l. 348'4"; b. 36'1"; dr. 17'4"; s. 37.5 k.; cpl. 276; a. 4 5", 6 20mm., 5 21" tt., 6 dcp.; cl. *Benson*)

Gansevoort was laid down 16 June 1941 by the Bethlehem Steel Co., San Francisco, Calif.; launched 11 April 1942; sponsored by Mrs. Robert C. Sofio, wife of a great-grandnephew of Commodore Gansevoort; and commissioned at San Francisco 25 August 1942, Lt. Comdr. E. A. McFall in command.

After shakedown, *Gansevoort* departed San Francisco 18 November 1942 in the screen of a convoy bound via Hawaii to Noumea, New Caledonia, where she arrived 9 December. Assigned to the South Pacific forces, she spent the next three months giving convoy protection to troop and supply ships reinforcing Guadalcanal from New Caledonia; the New Hebrides; Wellington and Auckland, New Zealand.

This duty terminated 18 March 1943 when *Gansevoort* departed Espiritu Santo, New Hebrides, to become a unit of Rear Admiral Charles H. McMorris' Northern Covering Group of cruisers and destroyers in the approaches to Attu, Aleutian Islands. She took part in the preinvasion bombardment of Attu 26 April; made several depth charge attacks on a Japanese submarine in that area 14 May for unconfirmed results; screened convoys on the northern and southern approaches around the Aleutian chain; and twice participated in the bombardment of Kiska (2 and 12 August).

She departed Kulka Bay 24 August for repairs in the Puget Sound Naval Shipyard until 28 September, then steamed via Hawaii with Destroyer Division 27 to Wellington, New Zealand. Here, *Gansevoort* became a unit of Rear Admiral Hill's Southern Attack Force which carried Major General Julian C. Smith's 2d Marine Division to Tarawa Atoll, Gilbert Islands.

Gansevoort provided continuous gunfire support to marines during the initial landings on Tarawa 20 November, closing the beach to blast enemy strongpoints with point-blank fire. On 24 November she sped to support Marine forces occupying Apamama Atoll. After embarking Marine wounded, she opened an accurate bombardment that destroyed the entire Japanese garrison on that atoll. She conducted antisubmarine patrol around Tarawa until 4 December, then proceeded via Hawaii to San Francisco where both her high pressure turbines were replaced.

Gansevoort departed San Francisco 13 March 1944 to join the screen of a convoy bound from Hawaii to Majuro Atoll in the Marshalls where she arrived 1 April. During several months of blockade and antisubmarine patrol in waters off the bypassed enemy garrisons in the eastern Marshalls, she rescued several marine aviators. Once she closed to within 500 yards of a beach to shell shore batteries while her whaleboat picked up an aviator. She also helped reduce enemy coastal defenses by assisting in the bombardment of Mille Atoll (26 May and 9 June) and Taroa Atoll (8 August). Detached from this duty 19 August, she replenished in Pearl Harbor, then sailed via New Guinea to Manus, Admiralty Islands, to join forces staging for the liberation of the Philippine Islands.

Gansevoort joined Destroyer Squadron 48 in guarding transports of Vice Admiral T. S. Wilkinson's Southern Attack Force off the beachhead of Leyte 20–21 October. From 27 October until 13 December she escorted troop and supply convoys between New Guinea and the Philippines. On 27 December she joined a large supply convoy at Dulag, Leyte. Comprising 99 naval and merchant ships, this important supply convoy departed the 27th to carry men and material to Mindoro. Steaming via Surigao Strait, the ships came under heavy, constant attacks from Japanese bombers and torpedo and suicide planes. As the convoy steamed through the Mindinao and Sulu Seas, the enemy attacked by day and night between 28 December and 30 December and created nearly 72 hours of hell and hard work for sailors in nearly a hundred ships.

Called to General Quarters 49 times in 72 hours, *Gansevoort*'s gunners splashed 5 enemy planes and assisted in splashing 12 others. Although enemy planes sank one merchant ship and one LST and severely damaged a second merchant ship and aviation tender *Porcupine* (IX–126), their desperate attacks could not halt this powerful force.

She entered Mangarin Bay, Mindoro, with the convey the morning of 30 December 1944. That afternoon a suicide plane which crashed *Gansevoort*'s main deck to port. A terrific explosion cut steering and electric power, started several fires, and killed or wounded 34 of her crew. Damage control parties could not get aft as her main deck was blown upward.

Wilson (DD–408) and *Philip* (DD–498) helped fight her fires, then she was towed to the Mindoro PT base anchorage. Here *Gansevoort* was given the unusual assignment of knocking off the stern of the suicide-damaged aviation tender *Porcupine* with torpedoes in an attempt to extinguish a fire before it reached the aviation gasoline stowed forward. The water was too shoal for torpedoes to be effective, and in spite of one torpedo hit, fire ignited the gasoline, spreading flames across the water to endanger *Gansevoort*.

Gansevoort was towed to safety in another anchorage off White Beach. With living quarters gutted, her crew made temporary camp on shore. Her engineering officer, damage control officer, and some twenty men remained on board working to save the ship. Despite recurring air attacks and several near misses by bombs, the destroyer escaped further damage and was made seaworthy after a full month of hazardous and exhausting repairs.

Despite periodic air attacks, salvage operations continued until 2 February 1945 when *Gansevoort* was taken in tow for San Pedro Bay, thence to Ulithi where emergency repairs were completed by 21 April. Steaming via Pearl Harbor, she returned to San Francisco 19 May for battle damage repairs. She then departed San Diego for the East Coast 3 October, arriving New York 20 October.

After participating in the Navy Day celebration in New York, *Gansevoort* departed 1 November for inactivation overhaul in the Charleston Naval Shipyard. She

decommissioned there 1 February 1946 and entered the Atlantic Reserve Fleet. At present she is berthed at Orange, Tex.

Gansevoort received four battle stars for World War II service.

Gantner

Boatswain's Mate Samuel Merritt Gantner, born 24 December 1919 in Fresno, Calif., enlisted in the Navy 12 May 1937. While serving as gun captain on battleship *Nevada* he was killed in action during the attack on Pearl Harbor, 7 December 1941. He was posthumously commended for distinguished devotion to duty and extraordinary courage in action against the Japanese aerial raiders.

(DE–60: dp. 1,400; l. 306′; b. 37′; dr. 9′5″; s. 23.5 k.; cpl. 186; a. 3 3″, 4 1.1″, 8 20mm., 3 21′ tt.; 2 dct., 8 dcp. 1 dcp. (h.h.), cl. *Buckley*)

Gantner (DE–60) was launched 17 April 1943 by the Bethlehem Steel Co., Quincy, Mass.; sponsored by Mrs. Samuel M. Gantner, widow of Boatswain's Mate Gantner; commissioned at the Boston Navy Yard 23 July 1943, Lt. Comdr. Barklie M. Henry in command.

After shakedown out of Bermuda, *Gantner* escorted SS *George Washington* from Puerto Rico to New York, arriving 1 December 1943. She departed New York 26 December 1943 as a part of the escort for a convoy which reached Londonderry, Northern Ireland 8 January 1944. She returned to New York 24 January and by 8 October had made seven more trans-Atlantic escort voyages from that port to Londonderry.

Following repairs in the Boston Naval Shipyard and battle practice in Casco Bay, *Gantner* departed Boston 3 November 1944 escorting *Pinto* (ATF–90) and towing *ARDC–1* to Cristobal, Canal Zone. She then proceeded to Miami, Fla., to serve as floating schoolship in waters extending to the Bahamas and Guantanamo Bay, Cuba. She departed Miami 19 February 1945 for conversion to a high speed transport (APD–42) in the New York Naval Shipyard. She was reclassified (APD–42) 23 February 1945.

Gantner departed New York 14 May 1945 for amphibious warfare landing exercises in the Chesapeake Bay area until 2 June, then proceeded via the Panama Canal and San Diego to Pearl Harbor where she reported for duty with the 5th Amphibious Force, U.S. Pacific Fleet, 28 June. After training underwater demolition teams in Maalea Bay until 3 August, she embarked UDT–3 at San Diego and sailed for the Far East via Hawaii and the Marshall Islands to Japan, entering Tokyo Bay 4 September. Her frogmen reconnoitered beaches and reported on suitability of landing Army occupation forces at Shiogama Wan and Ominato Ko, Honshu, Japan. From 30 September to 7 October 1945, her swimmers made surveys for the Port Director, Otaru, Hokkaido with the help of United States Army advance parties ashore.

Gantner departed Tokyo Bay 12 October 1945 to embark a returning Marine contingent at Apra Harbor, Guam, and sailed thence via the Marshalls and Hawaii to San Diego where she disembarked military passengers 1 November 1945. For the next three years she was based at San Diego, largely employed as an amphibious warfare training ship for marines. From 26 January to 6 March 1946 she made a cruise from San Diego with the 1st Marine Division Reconnaissance Detachment for cold weather manuevers that took her to Kodiak, Juneau, Tolstoi Bay, and Clarence Straits, Alaska. Her amphibious schedule on the California coast was again interrupted 28 October–18 November 1948 by a cruise northward to act as guard ship on weather and air-sea rescue patrol station for Navy patrol planes scouting north to Seattle, and thence back to San Francisco.

Gantner resumed her amphibious training out of San Diego until 19 January 1949 when she sailed for Shanghai, China. She reached her destination 14 February and served on station at the Chinese ports of Shanghai, Nanking and Tsingtao. Departing the last named port 7 April, she escorted *Rendova* (CVE–114) to Yokosuka, Japan, then sailed via Guam and Pearl Harbor for the west coast, arriving San Diego 4 May 1949. She decommissioned 2 August 1949 and was assigned to the San Diego Group, Pacific Reserve Fleet. She was struck from the Navy List 15 January 1966. On 22 February 1966 *Gantner* was sold to Nationalist China under the Military Assistance Program.

Ganymede

The third satellite of the planet Jupiter, and a shepherdess in Shakespeare's *As You Like It.*

(AK–104: dp. (t.) 14,350; 1.441′6″; b. 56′11″; dr. 28′4″; s. 13 k.; cpl. 219; a. 1 5″, 4 40mm.; cl. *Crater*)

Ganymede, formerly merchant ship *James W. Nye*, was launched under Maritime Commission contract 8 June 1943, by the Permanente Metals Corp., Richmond, Calif.; sponsored by Mrs. William C. Dalby of Oakland; acquired 23 June 1943; commissioned 31 July 1943, Lt. Comdr. Glenn H. Melichar in command.

After shakedown training out of Oakland, Calif., *Ganymede* departed San Francisco 28 August 1943 carrying military cargo to Pallikulo Bay, New Hebrides, and to Queensland, Melbourne, and Sydney, Australia. Assigned to the 7th Fleet Service Force, she sailed from Queensland 29 November 1943 with fuel, supplies, and passengers for Milne and Langemak Bays, New Guinea and thence returned to Australia. During the next 12 months she transported military cargo of many types and provided limited passenger service from ports of Australia to bases in New Guinea, including Humboldt Bay, Milne Bay, Cape Sudest and Terahmerah Bay. Her itinerary was expanded in February 1945 to include Leyte, Manila, Subic Bay and Samar in the Philippines, with occasional calls at Manus, Admiralty Islands.

Ganymede continued her busy Australia-New Guinea-Philippines-Australia supply circuit until 20 November when she departed Brisbane, Australia for the United States arriving San Francisco 18 December. She remained in port until 25 February 1946 when she sailed for Pearl Harbor to take part in special explosive tests prior to her decommissioning there 15 April 1946. Towed back to San Francisco, her name was struck from the Navy List 1 August 1947 and she was returned to WSA 1 October 1947 and entered the National Defense Reserve Fleet at Suisun Bay, Calif., where she remains.

Gar

Any of certain fishes having an elongate pike-like body and long, narrow jaw.

(SS-206: dp. 1,475; 1. 307′2″; b. 27′3″; dr. 13′3″; s. 20 k. (surf.), 8.75 k. (subm.); cpl. 59; a. 1 3″, 2 .50 cal. mg., 2 .30 cal. mg.; 10 21″ tt.; cl. *Tambor*)

Gar was launched 7 November 1940 by the Electric Boat Co., Groton, Conn.; sponsored by Mrs. George T. Pettingill, wife of Rear Admiral Pettingill; commissioned at New London 14 April 1941, Lt. D. McGregor in command.

After shakedown training along the New England seaboard from Portsmouth, N.H., and New London, Conn., *Gar* departed New London 24 November and transited the Panama Canal 3 December 1941 enroute to San Diego, where she arrived 3 days after the Pearl Harbor attack. She prepared for combat in the Mare Island Naval Shipyard, then departed San Francisco 15 January 1942 for Pearl Harbor. Her maiden patrol (2 February–28 March) was conducted around Nagoya and the Kii Channel entrance to the Inland Sea of Japan. She torpedoed and sank the 1,520 ton cargo ship *Chichibu Maru* 13 March. During her second war patrol (19 April–8 June), she scored hits on a freighter off Kwajalein atoll and a submarine decoy "Q-ship" west of Truk atoll, then termi-

nated her patrol at Fremantle, Australia. Her third war patrol (3 July–21 August) took her to the South China Sea and the Gulf of Siam, where her only contact was a hospital ship. Her fourth war patrol (17 September–7 November) took her to the northernmost waters in the Gulf of Siam, where on 19 October she laid 32 mines in the entrances to Bangkok. This was one of the strategic plants covering important Japanese shipping lanes previously patrolled by American submarines.

Gar's fifth, sixth and seventh war patrols were conducted largely in approaches to Manila, Philippine Islands, via Borneo. During her fifth (28 November–19 January 1943) she drove freighter *Heinan Maru* on the beach with six torpedo hits and scored hits on a seaplane tender. Her sixth (9 February–2 April) brought numerous contacts with targets which could not be closed to firing range because of vigilant enemy aircraft and antisubmarine patrol ships. During her seventh war patrol (23 April–27 May 1943), she sank five small craft with gunfire; torpedoed and sank 703-ton Japanese freighter *Aso Maru* south of the Negros Islands 9 May, then 6 days later attacked a convoy west of Mindoro, sinking 3,197-ton passenger-cargo ship *Meikai Maru* and 4,361-ton *Indus Maru*.

Her eighth war patrol (18 June–23 July) was spent patrolling the Flores Sea, where she torpedoed a 500-ton motorship which ran itself aground, the crew escaping into the jungle. En route from Fremantle to Pearl Harbor on her ninth war patrol (8 August–13 September), *Gar* scouted off Timor and scored hits on a freighter in Makassar Strait. Routed onward for overhaul in the Mare Island Navy Yard, she returned to Pearl Harbor 30 November 1943 to resume combat patrols in the Pacific.

The 10th war patrol of *Gar* (16 December 1943–9 February 1944) was conducted off Palau, where on 20 January she sank the 5,325-ton cargo ship *Koyu Maru;* damaged two ships of another convoy on the 22d; then attacked a third convoy the following day to sink the 3,670-ton *Taian Maru*. Her 11th war patrol (3 March–21 April) found her performing lifeguard duty for aviators making the first carrier-based air strikes on Palau. She saved eight aviators, one less than 2 miles off the beach and within range of enemy gun emplacements. Her 12th war patrol (20 May–5 July) was spent in the Bonin Islands area, where she made gunfire attacks on a convoy of Japanese sea trucks, leaving a small freighter raging in flames and dead in the water. Her 13th war patrol (14 August–9 October) was largely taken up with lifeguard duty off Yap supporting the combined fleet-shore operations that captured the Palaus. She also performed valuable reconnaissance work off Surigao Strait. She bombarded installations on Yap 6 through 8 September and ended her patrol at Brisbane, Australia.

On her 14th war patrol (3–30 November), *Gar* landed 16 men and 25 tons of supplies at Santiago Cove, Luzon, Philippine Islands, 23 November; picked up intelligence documents, and terminated her patrol in Mios Woendi lagoon. On her 15th and final war patrol (4–27 December), she landed 35 tons of supplies on the west coast of Luzon, near Duriagaos Inlet 11 December, returning to Pearl Harbor with urgent intelligence documents including maps locating enemy gun emplacements, beach defenses, troop concentrations, and fuel and ammunition dumps on Luzon.

After overhaul in the Pearl Harbor Naval Shipyard, *Gar* put to sea 2 April 1945 to serve the remainder of the war as a target trainer for antisubmarine ships at Saipan and Guam, Marianas Islands. She departed Apra Harbor, Guam, 7 August 1945, proceeding via Hawaii, San Francisco, and the Panama Canal to Portsmouth, N.H., where she arrived 20 October. She decommissioned there 11 December 1945 and remained in reserve until September–October 1948 during which time she was overhauled in the Portsmouth Naval Shipyard for service as a reserve training submarine for the 4th Naval District at Cleveland, Ohio, arriving, via the Mississippi River and the Chicago Canal, 28 November 1948. She continued her reserve training until her name was stricken from the Navy List 29 May 1959. The submarine was sold for scrapping 18 November 1959 to Acme Scrap Iron and Metal Co.

Gar received 11 battle stars for service in World War II.

Garcia

Fernando Luis Garcia was born 14 October 1929 at Utuado, P.R., and was inducted into the Marine Corps 19 September 1951. A member of the 3d Battalion, 5th Marines, Private Garcia served valiantly in Korea—particularly on 5 September 1952 when he threw himself on an enemy grenade to save the life of a comrade. Private Garcia was posthumously awarded the Medal of Honor for heroism, the first native Puerto Rican to be so honored.

(DE–1014: dp. 2, 624 (lt.); l. 514′; b. 45′; dr. 25′; s. 27 k.; cpl. 239; a. 2 5″, 4 tt., 1 ASROC; cl. *Garcia*)

Garcia (DE–1040) one of a new and powerful class of escort vessels, was launched 31 October 1963; by Bethlehem Steel Co., San Francisco, Calif.; sponsored by Mrs.

USS *Garcia* (DE–1040) on 22 October 1964

Daisy Garcia de Alvarez, sister; and commissioned 21 December 1964, Comdr. Donald A. Smith in command.

After trials and training off the Pacific Coast, the new destroyer escort departed San Diego 22 March 1965; transited the Panama Canal; and arrived her homeport Newport, R.I., 7 April. Following ship qualification tests, she sailed for the Caribbean 7 May for shakedown. She returned Newport 16 July. For the remainder of 1965 and through 1966, *Garcia* operated out of Newport perfecting her ASW and sonar techniques.

Gardenia

A large genus of Old World tropical trees and shrubs of the madder family, having showy, fragrant, white or yellow flowers.

(ScStr: dp. 217; l. 117′; b. 20′; dr. 6′; cpl. 15)

Gardenia was a wooden lighthouse tender built in 1879 at East Deering, Maine; acquired 4 May 1917; and commissioned at New York 13 September 1917.

Assigned to the 3d Naval District, *Gardenia* served as harbor control and guard ship from her base at Rosebank, Staten Island until May 1919. She was returned to the Lighthouse Service 1 July 1919.

Gardiner

O'Toole (DE–274) (*q.v.*) was transferred to the United Kingdom under lend lease 28 September 1943 and served the British Navy as *Gardiner.*

Gardiners Bay

A bay of Block Island Sound, N.Y.

(AVP–39: dp. 2,592 (trial); l. 310′9″; b. 41′2″; dr. 13′6″; s. 18.2 k.; cpl. 215 ;a. 1 5″, 8 40 mm; cl. *Barnegat*)

Gardiners Bay was launched 2 December 1944 by the Lake Washington Shipyard, Houghton, Wash.; sponsored by Mrs. George L. Richard; and commissioned at the Puget Sound Naval Shipyard 11 February 1945, Comdr. Carlton C. Lucas in command.

Gardiners Bay departed Seattle 1 March 1945 for shakedown out of San Diego until 20 April. She then proceeded via Pearl Harbor to Eniwetok in the Marshalls to tend planes of Patrol Bombing Squadron 19 in a 10-day training period, thence via Saipan and Guam in the Marianas to Kerama Retto, Okinawa, where she arrived 7 June 1945 with provisions and cargo for Fleet Air Wing 1. The following weeks were devoted to tending planes for various patrol bombing squadrons based on Kerama Retto. During 30 June–17 July she was flagship of an Air-Sea Rescue Unit, utilizing Rescue Squadrons 3 and 4, Motor Torpedo Boat Squadron 4 and three other small seaplane tenders. Eighteen rescue missions were accomplished while in a state of constant alert that saw her men at general quarters for 100 hours. Relieved as flagship by *Pine Island* (AV–12) on 17 July 1945, *Gardiners Bay* tended planes of Rescue Squadron 6 at Chimi Wan, Okinawa, until 15 August when she put to sea as part of the screen of the 3d Fleet en route to Japan. She entered Sagami Bay, Japan, on 28 August, shifting 2 days later to Tokyo Bay as a part of the Seaplane Base Group of the Japan Occupation Forces. On 1 September she became flagship of the Air-Sea Rescue Unit for the 3d Fleet with Rescue Squadron 4 based on board. During this service, which extended to 9 January 1946, she helped set up the Tokyo Seadrome off the Yokohama Air Station. She was then stationed at Nagoya, Japan, as tender for courier and transient seaplanes, departing 29 January 1946 for Shanghai, China. She departed Hong Kong 9 August 1946, proceeding via Yokosuka, the Marianas, the Marshalls and Pearl Harbor to the Puget Sound Naval Shipyard where she arrived 28 November 1946 for overhaul.

After Fleet exercises along the western seaboard, *Gardiners Bay* departed San Diego 7 April 1947 for tender duties in the Carolines, Marianas, Okinawa, Tsingtao and Yokosuka. She returned to Seattle 4 October 1947; made a cruise to Eniwetok in the Marshalls (15 January–5 June 1948); and another Far East cruise (15 March–14 December 1949) which included tender operations at Guam, Yokohama, Sasebo, Okinawa and Manila.

Gardiners Bay departed San Diego 27 June 1950 for the first of 4 long tours supporting United Nations forces in Korea. She established a seadrome at Iwakuni, tending 17 Mariners and 8 Royal Air Force Sunderlands for search and reconnaissance in the Tsushima Strait and Yellow Sea area, shifting in September 1950 to Inchon, Korea, where she established an advance base for seaplanes making mine reconnaissance runs off the northwest coast of Korea. The following month she established another seadrome at Chinhae, basing there to tend 7th Fleet aircraft conducting reconnaissance until 16 April 1951.

On her second Korean tour (12 September 1951–9 April 1952) she supported Far East aviation patrol units at Okinawa; Iwakuni, Japan; and Manila, Philippine Islands. Her third tour (10 July 1952–26 January 1953) was largely spent as station ship off the Pescadores and at Okinawa, with time out in October 1952 for participation in "Exercise Surprise" off the coast of Indochina, testing communications between headquarters and ships and aircraft of the United States, the United Kingdom, and France. Her fourth tour (3 April–12 December 1953) was spent in tending amphibious patrol planes at Chinhae, and on stations in the Pescadores, the Philippines, Okinawa, and Japan.

After hostilities ended in Korea, *Gardiners Bay* made three cruises to support 7th Fleet operations in the Pacific (7 July to 22 November 1954), (28 August 1956 to 14 February 1957, and (10 June to 16 November 1957). These cruises were largely spent on seaplane tending stations at Okinawa; Manila; and in the Japanese ports of Iwakuni, Sasebo, and Yokohama. She returned from her last cruise to Alameda, Calif. 16 November 1957; decommissioned 1 February 1958; and was transferred to Norway 17 May 1958 under the Military Assistance Program. She serves the Norwegian Navy under the name of *Haakon VII* (A–537).

Gardiners Bay received two battle stars for service in World War II and four battle stars for service in the Korean War.

Gardoqui

The commercial house of Joseph Gardoqui and Sons of Bilbao, Spain, represented the American Colonies in the Spanish court during the American Revolution.

(Gbt: a. 2 1-pdr.; cpl. 13)

Gardoqui, an ex-Spanish wooden gunboat, was purchased in 1898 by the Army; transferred to the Navy 9 November 1899; and commissioned 2 June 1899, Ens. John E. Lewis in command.

Although the Philippines had become American territory at the end of the Spanish-American war, the islands were torn by civil war as guerrilla rebels under Aguinaldo sought complete independence. To suppress the illegal trade of these rebels and to assist in Marine and Army landings, *Gardoqui* cruised Manila Bay and other waters in the Phillippines. She was one of 13 gunboats, including *Panay*, so involved. In addition, she bombarded insurgent positions and as they began to surrender, received former rebels on board for transportation to Manila. On 29 January 1900 four Marines sent ashore from *Gardoqui* were killed in a rebel ambush; and the ship herself was shot up.

Gardoqui decommissioned at Cavite Navy Yard for repairs 12 May 1900, recommissioning 30 November that same year to continue her previous duties, Ens. W. J. Tarrant in command. She decommissioned a second time

5 February 1902 at Cavite, was placed on the yard list there 15 December 1904, and later sold.

Garfield, President, see *Thomas Jefferson* (AP–60)

Garfield County

Counties in Colorado, Montana, Nebraska, Oklahoma, Utah, and Washington.

(LST–784: dp. 1,780 (lt.); l. 328'; b. 50'; dr. 14'1"; s. 11.6 k.; cpl. 115; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–784 was laid down by Dravo Corp., Neville Island, Pittsburgh, Pa., 18 June 1944; launched 29 July 1944; sponsored by Mrs. Michael Ruzic and commissioned at New Orleans 1 September 1944, Lt. Daniel H. Miner, USCG, in command.

After shakedown off Florida, *LST–784* departed departed New Orleans 4 October, arriving Pearl Harbor 18 November. Following intensive amphibious training in the Hawaiian Islands, she sailed 22 January 1945 to join Pacific forces preparing for the landings at Iwo Jima. With marines of the 2d 155mm. Howitzer Battalion on board, *LST–784* touched Eniwetok, Saipan, and Tinian before making her way to the enemy-held volcano fortress. She arrived off the beaches 19 February and anxiously awaited her turn to disembark her troops. For the next 3 weeks the ship remained in the area discharging cargo and performing post office duties for the fleet. Returning to Saipan 18 March, *LST–784* commenced preparations for her next assignment.

In early April American forces were already engaged in the fierce campaign on Okinawa, and supplies and men to reinforce the beachhead were urgently needed. The LST arrived off the embattled island 27 April with a detachment of Seabees and equipment. Continuously at general quarters, she discharged her cargo and sailed 7 May for return to Saipan.

For the rest of the war *LST–784* continued "milk runs" from the Philippines to Okinawa, transporting troops and equipment to reinforce the island. Upon the victorious conclusion of World War II, she engaged in the movement of men from the Philippines to Japan for occupation duty. She remained in the Far East until 11 November when *LST–784* departed Saipan for the return cruise home. Steaming via Guam, she returned to the West Coast decommissioned in March 1946, and entered the Pacific Reserve Fleet to be berthed in the Columbia River at Astoria, Oregon. Named *Garfield County* 1 July 1955, she was used as a target ship in March 1959.

LST–784 received two battle stars for World War II service.

Garfield Thomas

William Garfield Thomas, Jr. was born in Watsontown, Pa. 13 September 1916. He enlisted in the U.S. Naval Reserve at Philadelphia 14 June. He was appointed midshipman 10 August 1940, commissioned ensign 14 November 1940, and promoted to lieutenant (j.g.) 15 June 1942. He was serving in light cruiser *Boise* (CL–47) during the Battle of Cape Esperance 11–12 October 1942. When his "turret was hit by enemy fire and danger of . . . explosions grew increasingly imminent, Lt. (j.g.) Thomas with utter disregard of his own personal safety remained behind to ensure abandonment of the perilous area . . . Despite the fact that eight of his men succeeded in getting out and that he too might easily have escaped . . . Thomas when last seen was telephoning the handling room to order the crew out." He was awarded the Navy Cross for giving up his life in the defense of his country.

(DE–193: dp. 1, 240; l. 306'; b. 36'8"; dr. 8'9" (mean); s. 21 k.; cpl. 186; a. 3 3", 4 40mm., 8 20 mm., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Cannon*)

Garfield Thomas (DE–193) was laid down 23 September 1943 by the Federal Shipbuilding & Dry Dock Co., Newark, N.J.; launched 12 December 1943; sponsored by Lt. Betty K. Thomas, Nurse Corps, United States Army, sister of Lt. (j.g.) W. G. Thomas; and commissioned 24 January 1944, Lt. Comdr. Richard G. Werner in command.

After shakedown out of Bermuda, *Garfield Thomas* returned to New York 11 March 1944. She stood out of New York 19 March to join Task Group 27.4 as part of the screen for a convoy bound for Bizerte, North Africa, where she arrived 31 March and returned New York 13 April. She made two subsequent runs to Bizerte arriving New York from her third voyage 7 September.

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After training out of Casco Bay, Maine, *Garfield Thomas* departed New York 14 October in the screen for a convoy bound for the United Kingdom, arriving Plymouth, England, 25 October. After returning to New York 9 November the destroyer escort made four subsequent convoy-escort voyages to the United Kingdom, the last bringing her back to New York from Cardiff, Wales, 19 May 1945. After repairs she departed New York 9 June 1945 for refresher training in the Culebra-Guantanamo Bay areas, and then proceeded to Pearl Harbor, arriving 20 July 1945. Training out of Pearl Harbor kept her busy until 8 August when she got under way with a convoy bound for the Marshalls. She arrived Eniwetok, 16 August 1945 and operated between the Marshalls and the Carolines, screening convoys and taking her turn as patrol ship until she departed Eniwetok 8 December for Pearl Harbor, arriving 8 days later.

After a month's duty as weather station ship *Garfield Thomas* departed Pearl Harbor 9 February 1946, transited the Panama Canal and arrived New York 1 March 1946. After a brief overhaul, *Garfield Thomas* departed New York 24 March for Green Cove Springs, Fla. She remained moored there until decommissioned 27 March 1947. She entered the Atlantic Reserve Fleet there where she remained until transferred to Greece under the Military Assistance Program 15 January 1951. *Garfield Thomas* now serves as *Panther* (D–67).

Garfish

Garfish (SS–30) was renamed *H–3* (SS–30) (*q.v.*) on 17 November 1911 prior to commissioning.

Gargoyle

A waterspout, often carved grotesquely, projecting at the upper part of a building, usually from the roof gutter.

(Str: dp. 9,360; l. 363'8"; b. 50'1"; dr. 24'0" (mean); s. 11 k.; cpl. 49; a. 2 3", 1 .30 cal mg.)

Called *Pennoil* when owned by the Vacuum Oil Co., *Gargoyle* was built in 1903 by Grangesmith Dry Dock Co., Greenock, Scotland, and commissioned 8 August, 1917. Lt. Oscar Windsor Smith, USNRF, in command.

Departing New York 20 August 1917, *Gargoyle* loaded her cargo of oil at Philadelphia and, at New York ports, fueled several battleships, including *Arkansas, Oklahoma, Nevada,* and *Arizona.* After being repaired and loaded, she sailed 1 October on the first of three trans-Atlantic voyages through the submarine-infested waters. She arrived Dover, England 19 October, via Sidney, Nova Scotia; and offloaded her cargo at Dover, Devonport; St. Helen's Road; and Plymouth, sailing from the latter for the United States 8 November. She arrived New York 23 November for repairs and cargo, and left New York 5 January 1918, arriving 21 January at Portsmouth, via

Spithead and St. Helen's Road. After discharging her cargo, *Gargoyle* left for the United States 1 February, arriving New York after a stormy passage on 18 February.

She departed New York 9 March on her third and last trans-Atlantic voyage, arriving Plymouth, 27 March, via Halifax, Nova Scotia. After discharging and loading cargo at Devonport and Plymouth, she left the latter port 21 April, arriving New York 6 May via Portsmouth, N.H.

She decommissioned at New York 22 May 1918, and was returned to her former owner that same day.

Gargoyle, see *Arethusa* (IX–135)

Garland

A wreath made of branches, flowers, or leaves. Garlands were awarded to the victor in the ancient games.

I

(Bark: t. 243; l. 92'5"; b. 24'4"; dr. 12'2"; a. none)

The first *Garland* was a bark built at Quincy, Mass., in 1815 for service as a privateer. She was rebuilt at New Bedford, Mass., in 1845 and purchased by the Navy there 28 October 1861 for the "Stone Fleet." However, she was not used as an obstruction but transferred to the Army Quartermaster Department at Hilton Head, S.C., 7 January 1862 for service as a supply ship.

II

(AM–238: dp. 625; l. 184'6"; b. 33'; dr. 10'; s. 15 k.; cpl. 104; a. 1 3", 2 40mm., 6 20mm., 2 .30 cal. mg., 2 dct., 3 dcp; cl. *Admirable*)

The second *Garland* (AM–238) was launched 20 February 1944 by Winslow Marine Railway & Shipbuilding Co., Winslow, Wash.; sponsored by Miss Karen Lundberg; and commissioned 26 August 1944, Lt. Carl Carmichael in command.

After shakedown out of Puget Sound *Garland* departed San Pedro, Calif., 12 November with a convoy to Kossol Roads, Palau Islands, where she arrived 2 January 1945. The minesweeper acted as entrance control ship at Kossol Roads; escorted convoys between Peleliu and Ulithi until 20 May, then patrolled convoy routes between Ulithi and Eniwetok. She departed Ulithi 28 June escorting a 16-ship convoy bound for Buckner Bay, Okinawa, arriving 17 July.

Based at Buckner Bay, *Garland* swept mines in the East China Sea (22–31 July 1945) and (13–25 August 1945). Shifting to Ominato Ko, Honshu, she swept Japanese minefields to clear the path for Allied transports carrying occupation troops to the Empire. *Garland* departed Ominato Ko 20 October to serve as flagship of Mine Division 40 at Sasebo until 20 November when she sailed for the United States, arriving San Diego 19 December. Departing San Diego 31 January 1946, she transited the Panama Canal and steamed to Orange, Tex.; decommissioned there 2 August 1946; and joined the Altantic Reserve Fleet. Reclassified MSF–238 7 February 1955, *Garland* remained in the Reserve Fleet until struck from the Navy List 1 April 1960. She was sold to Ships and Power, Inc. 24 October 1960.

Garland received two battle stars for World War II service.

Garlies

A British name. Lord Garlies, a British naval officer, was Captain of British frigate HMS *Lively* at St. Vincent and of British frigate HMS *Bellerophon* in 1801 during the blockade of Brest.

(DE–271: dp. 1,140; l. 289'5"; b. 35'1"; dr. 11'10"; s. 21 k.; cpl. 198; a. 3 3"; 4 1.1" 9 20 mm., 8 dcp., 1 dcp. (hh.), 2 dct.; cl. *Evarts*)

Garlies (DE–271) was laid down as *Fleming* (DE–271) (*q.v.*) 7 April 1943 by the Boston Navy Yard, Boston, Mass.; launched 19 May; sponsored by Mrs. Michael E. Fleming; transferred to Great Britain 13 July under lend-lease; and commissioned in the British Royal Navy as HMS *Garlies* (K–475) on 13 September.

During World War II the British frigate HMS *Garlies* operated in the Atlantic on convoy escort duty, and in June 1944 she supported the Allied invasion of Europe at Normandy. She served in the Royal Navy until 20 August 1945 when she was returned to the U.S. Navy at Chatham, England, and commissioned *Garlies* (DE-271) the same day, Lt. B. H. Farwell in command.

Garlies departed Chatham 30 August for the United States, arriving Philadelphia 8 September. She decommissioned there 10 October and was sold to Thomas H. Barker 18 July 1947 for scrapping.

Garlopa

A large species of grouper found on the west coast of Mexico.

Garlopa (SS–358), a *Balao*-class submarine, was building at Electric Boat Co., Groton, Conn., but was cancelled 29 July 1944.

Garner, Mary B., see *Mary B. Garner* (SP–682)

Garnet

A brittle, often crystalline, glasslike mineral found in a variety of colors. The most precious variety, used as a gem, is of a deep red.

(PYC–15: dp. 490; l. 156'9"; b. 25'6"; dr. 9'5"; s. 12 k.; cpl. 50; a. 1 3", 4 .50 cal. mg., 2 30 cal. mg., 2 dct.)

Garnet (PYc–15), formerly steel diesel yacht *Caritas*, was built in 1925 by Krupp Iron Works, Kiel, Germany; purchased 1 December 1941 from Mr. J. Perch Bartram of New York; converted to a coastal patrol yacht by Robert Jacobs Co., Inc., New York; commissioned 4 July 1942, Comdr. Donald D. Murray in command.

Garnet departed New York 21 July 1942 for brief operations in Chesapeake Bay. After shakedown off Key West and Miami, she steamed via the Bahamas and the Panama Canal to San Diego, arriving 22 September. After coastal patrol off southern California, she departed San Diego 2 December for the Hawaiian Islands, arriving Pearl Harbor 15 December.

Except for an escort mission to Funafuti, Ellice Islands, in November 1943, *Garnet* spent the remainder of World War II on convoy escort and patrol duty between Pearl Harbor and Midway.

She returned to San Pedro, Calif., 15 November and decommissioned there 29 December 1945. She was delivered to the Maritime Commission for disposal 20 February 1947 and was sold 10 June to Mr. I. W. Lambert, Baltimore, Md.

Garonne

(Sch: t. 14; a. none)

Garonne was a small wooden schooner captured by Santee off Galveston, Tex., 30 December 1861. She was apparently used as a lighter in the Gulf Blockading Squadron before being sunk as an obstruction in Petit Bois Channel on the Gulf coast.

Garrard

A county in Kentucky.

(APA–84: dp. 4,247 (lt.); l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 320; trp. 849; a. 1 5", 8 40mm., 10 20mm.; cl. *Gilliam;* T. S4–SE2–BD1)

Garrard (APA–84) was laid down under Martime Commission contract by the Consolidated Steel Corp., Ltd., Wilmington, Calif., 28 October 1944; launched 13 January 1945; sponsored by Mrs. Stephen Royce; acquired by the Navy 2 March 1945; and commissioned at San Pedro 3 March 1945, Lt. Comdr. Walter Barnett, Jr., in command.

After shakedown and amphibious training along the California Coast, *Garrard* embarked sailors and Army Aviation Engineers and departed Seattle 3 May for the Western Pacific. Steamin via Pearl Harbor, Eniwetok, and Guam, she arrived Ulithi, Carolines, 28 May. She sailed 20 June for Okinawa and reached Hagushi Beach the 24th. As her gunners helped repel Japanese air attacks, she landed men and cargo of the 854th Aviation Engineers before departing for Leyte, Philippine Islands, 28 June.

Garrard embarked fleet replacements, loaded cargo and mail, and departed 8 July as a logistics support ship to supply the 3d Fleet off the Japanese coast. She rendezvoused 17 July; and, after completing transfer of men and cargo by highline, she sailed 22 July for Eniwetok, where she arrived the 26th. After serving as a receiving ship, she departed 13 August to once more carry men and cargo to the 3d Fleet. She rendezvoused 17 August, embarked sailors and marines at sea for occupation duty in Japan, then steamed for Japan 20 August with Task Force 31. Arriving Tokyo Bay 27 August, she debarked her troops at Yokosuka 30 August. Between 10 and 15 September she steamed to Sendai, Japan, and back to transport liberated prisoners of war. After embarking 726 veterans, she departed Yokosuka 13 October and sailed to the United States, where she arrived Portland, Oregon, 25 October.

Assigned to "Magic-Carpet" duty, *Garrard* departed San Francisco for the Philippines 19 November. Reaching Manila 11 December, she embarked 905 homebound troops and sailed for San Francisco 14 December. Arriving 3 January 1946, she entered Mare Island Naval Shipyard before sailing for Seattle 6 February. After completing an inactivation overhaul at Puget Sound Naval Shipyard, she decommissioned at Bellingham, Wash., 21 May. Transferred to WSA 29 June, she entered the National Defense Reserve Fleet at Olympia, Wash. She was sold to Zidell Exploration Co., Inc., Portland, Oreg., for scrapping 3 June 1963.

Garrard received two battle stars for World War II service.

Garrett County

A county in western Maryland.

(LST–786: dp. 1,780; l. 328'; b. 50'; dr. 14'1"; s. 11.6 k.; cpl. 115; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–786 was laid down by Dravo Corp., Neville Island, Pittsburgh, Pa., 21 May 1944; launched 22 July; sponsored by Mrs. E. B. Keckler; and commissioned 28 August 1944, Lt. Eli T. Ringler, USCG, in command.

After shakedown off Florida, *LST–786* departed Mobile, Ala., 30 September, and sailed for the Pacific. She loaded cargo and men of the 112th Navy Construction Battalion at Pearl Harbor before arriving Eniwetok 28 December. During January 1945, the landing ship made another cruise to Pearl Harbor for supplies, returning to the Marshall Islands 21 February.

With Iwo Jima now in American hands, *LST–786* transported a group of Seabees to that tiny volcano island in late March. While at Iwo she embarked 114 prisoners of war for transportation to Guam, arriving there 20 April. Eight days later she sailed with another detachment of Seabees bound for that last Japanese barrier—Okinawa. Arriving 8 May in the area off "Green Beach," *LST–786* unloaded her cargo under the constant threat from enemy air raids, and sailed 20 May for the Philippines.

For the rest of the war, she shuttled troops and equipment among the Philippines and to Okinawa, further strengthening the path to Japan. On 4 August, her convoy was attacked by an enemy submarine which was sunk by *Earle V. Johnson* (DE–703) after a 3-hour duel.

After V–J Day, *LST–786* operated in the Far East, where she provided transportation services for the occupation troops in Japan, Korea, and Okinawa. The landing ship departed Sasebo 8 December and arrived San Francisco 14 January 1946. *LST–786* decommissioned at Astoria, Oreg., 9 July 1946 and was assigned to the Pacific Reserve Fleet.

She was assigned the name *Garrett County* 1 July 1955. As the American role in the Far East expanded, the need for landing craft increased to handle the large buildup of U.S. forces in Vietnam. *Garrett County* recommissioned 15 October 1966 for service in the Pacific Fleet. Early in 1967 she sailed for the Far East and for the next months operated off Vietnam supporting the struggle to thwart Communist aggression in Southeast Asia.

LST–786 received one battle star for World War II service.

Garrupa

One of various fishes of the grouper type.

Garrupa (SS–359), a *Perch*-class submarine, was built at Electric Boat Co., Groton, Con., but was canceled 29 July 1944.

Gary

DE–61 and DE–326 are named for Thomas J. Gary (*q.v.*), and CL–147 is named for a city in Indiana.

(DE–61: dp. 1,400; l. 306'; b. 37'; dr. 9'5"; s. 24 k.; cpl. 186; a. 3 3", 4 1.1", 8 20mm., 3 21" tt., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Buckley*)

Gary (DE–61) was laid down 16 January 1943 by Bethlehem-Hingham Shipyard, Inc., Hingham, Mass.; launched 1 May 1943; transferred to Great Britain under lend-lease 4 August 1943; and renamed HMS *Duckworth.* During the remainder of World War II, she served as a British frigate in the Atlantic, at Normandy, and along the English coast. She was returned to the United States 17 December 1945 and sold for scrapping 29 May 1946 to Northern Metals Co., Philadelphia, Pa.

I

Gary (DE–326) was renamed *Thomas J. Gary* (*q.v.*) 1 January 1945.

The name *Gary* was assigned to CL–147 on 1 January 1945 but was cancelled 12 August 1945 prior to the start of construction.

Garza, Lake, see *Lake Garza*

Gasconade

A county in east central Missiouri.

(APA–85: dp. 4,247; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 320; a. 1 5", 8 40mm., 10 20mm.; cl. *Gilliam;* T. S4–SE2–BD1)

Gasconade (APA–85) was laid down 7 November 1944 under Maritime Commission contract by the Consolidated Steel Corp., Ltd., Wilmington, Calif.; launched 23 January 1945; sponsored by Mrs. Winnie Cave, acquired by the Navy 10 March 1945; and commissioned 11 March 1945 at San Pedro, Calif., Lt. Comdr. Allen E. Stiff in command.

After shakedown, *Gasconade* departed San Francisco 8 May on a troop transport voyage to the Philippines. Steaming via Pearl Harbor, Eniwetok, and Ulithi, she

arrived Samar 3 June. Loaded with mail and cargo, she steamed to San Francisco from 18 June to 6 July; thence transported additional troops to the Philippines. Arriving Leyte Gulf 2 August, she served as receiving ship until mid-August when she proceeded to Manila Bay to stage for the Allied occupation of Japan.

Gasconade departed Manila 25 August; and, as part of a huge transport task force carrying the first sea-borne occupation forces to Japan, she entered Tokyo Bay 2 September while surrender terms were being signed on board *Missouri* (BB–63). She debarked her troops at Yokosuka 3 September; steamed to the Philippines from 4 to 11 September; then carried more occupation troops from Mindanao to Kure, Japan, from 19 September to 6 October.

After returning to Leyte Gulf 11 October, *Gasconade* embarked military passengers and sailed for the United States 17 October as part of the "Magic-Carpet" fleet. She reached Portland, Oreg., 2 November; transported occupation troops to Nagoya, Japan, 18 November to 5 December; and sailed 8 December on another "Magic-Carpet" voyage, arriving Seattle 19 December. After carrying a garrison force to Guam from 13 to 29 January 1946, she voyaged to Pearl Harbor from 30 January to 8 February with returning veterans embarked.

Assigned to Joint Task Force 1, *Gasconade* during the next 3 months prepared for Operation "Crossroads," a program of nuclear tests in the Marshall Islands. Departing Pearl Harbor 18 May in company with Transport Division 92, she reached Bikini Atoll, Marshalls, 30 May. On 22 June her crew transferred to *Bexar* (APA–237). Designated a target ship for the experiments, she survived an atomic blast 18 July.

Gasconade decommissioned in the Marshall Islands 28 August. In December she was taken in tow at Kwajalein for transfer to the United States, where she arrived San Francisco 27 January 1947. After undergoing structural and radioactivity tests, she was redesignated a target ship in March 1948. She was sunk by torpedoes 21 July in the Pacific Ocean off lower California.

Gasper, Lake, see *Lake Gasper*

Gatch

Gatch (DE–1026) was renamed *Hooper* (DE–1026) (*q.v.*) 19 July 1956.

Gates

Brig. Gen. Horatio Gates, born in Maldon, England, around 1728 or 1729, was adjutant general of the Continental Army during the Siege of Boston. He served under the Northern Department there after, and commanded the American force which defeated Burgoyne during the Saratoga Campaign August–September 1777. This victory was the turning point in the war, and prompted France to enter the fight. Gates subsequently served as President of the Board of War, as commander of the Eastern and Southern Departments, and later in the New York Legislature. He died in New York City in 1806.

(Gy: t. 123; l. 60′6″; b. 19′; dph. 6′2″; cpl. 80; a. 8 4–18-pdrs.)

Gates was built in 1776 on Lake Champlain, near Whitehall, N.Y., by the forces under command of Benedict Arnold. Her first commanding officer was Captain Frederick Chappell. She was one of General Arnold's flotilla but was not completed in time to take part in the battle of Lake Champlain which delayed the British invasion from Canada. The galley was blown up at Skenesboro, N.Y., in 1777 to prevent her being captured.

Gatling

Richard Jordan Gatling, born in Hartford County, N.C., 12 September 1818, won fame as the inventor of machines to plant cotton, rice, and wheat; and hemp-breaker; a steam plow; and a screw propeller for steamboats. During the Civil War he designed a multibarrelled machine gun. He died in New York City 25 February 1903.

(DD–671: dp. 2,050; l. 376′5″; b. 39′7″; dr. 17′9″; s. 35 k.; cpl. 329; a. 5 5″, 10 40mm., 10 21″ tt.; cl. *Fletcher*).

Gatling (DD–671) was laid down 3 March 1943 by the Federal Ship Building & Dry Dock Co., Kearny, N.J.; launched 20 June 1943; sponsored by Mrs. John W. Gatling, wife of the inventor's grandson; and commissioned 19 August 1943 at New York Navy Yard, Lt. Comdr. Alvin H. Richardson in command.

After shakedown out of Bermuda and alteration at New York early November, the new destroyer called at Norfolk, Va., to conduct training cruises for crews of destroyers still under construction.

On 19 November 1943 *Gatling* proceeded to Trinidad, British West Indies, to escort carrier *Langley* to Norfolk. *Gatling* stood out from Norfolk 3 December, escorting *Intrepid* through the Panama Canal to San Francisco, arriving 22 December. The next day she sailed for Pearl Harbor.

On 16 January 1944 *Gatling* sortied with Task Force 58 to support the forthcoming invasion of the Marshall Islands; thereafter, *Gatling* was continuously with the carrier task forces as they struck Japanese outposts and finally hit the heart of Japan itself.

In February the first carrier strikes against Truk occurred. *Gatling* provided fire support during the raid and screened the flattops during raids on the Marianas a few days later. In March she joined in the attack on Emirau Island and at the beginning of April in the air strikes against the Palau Archipelago. Steaming south to strike Hollandia, Wakde, Sawar, and Sarne, New Guinea, the task force supported Army landings at Aitape, Tanahmerah Bay, and Humboldt Bay from 21 to 26 April. During this action, *Gatling* stood radar picket duty and directed fighter planes. After new attacks on Truk late April 1944, *Gatling* supported the invasion and occupation of the Marianas from 10 June to 5 July. In the Battle of the Philippine Sea, 19 and 20 July, *Gatling* was credited with shooting down or aiding in the kills of six Japanese planes.

Late that month, carrier task forces again struck the Palaus and blasted Yap and Ulithi. In early August the Bonin Islands became targets for *Gatling*'s powerful guns, and in September the carriers she guarded repeatedly struck Japanese targets in the Philippines.

October saw attacks against Okinawa on the 10th and against Formosa, Luzon, and the Visayas from the 11th to the 23d. On 24 October, after enemy bombs had sunk *Princeton* in the Battle of the Sibuyan Sea, *Gatling* rescued over 300 of the light carrier's survivors. For heroism in saving these men, 4 of *Gatling*'s crew were awarded the Navy-Marine Corps Medal, and 16 others received the Bronze Star.

Gatling landed the survivors at Ulithi and rejoined carrier task groups for November and December strikes against the Philippines. After a powerful typhoon in which 3 destroyers capsized, *Gatling* searched for survivors and helped to save over 100 men from the sea.

At Christmas 1944, the destroyer returned to Ulithi. The task force sortied 29 December to strike Formosa and Luzon during January 1945. Hoping to locate and destroy a Japanese fleet in that area, Admiral Halsey took the task force into the South China Sea 10 January and hit targets in Indochina and on the China coast.

In the middle of February, the carriers launched initial attacks against Honshu with Tokyo as their main target. As part of a picket line over 30 miles in advance of the main forces, *Gatling* was once within 40 miles of Honshu. On 19 and 20 February, as part of Destroyer Division 99, she escorted *North Carolina* and *Indianapolis*

to Iwo Jima to support the gallant marines who were fighting to wrest that volcanic fortress from Japan to become a base for B–29's damaged over the home islands. Rejoining the carrier task force, *Gatling* aided in new strikes against Honshu and Okinawa in late February and early March. She returned to Iwo Jima independently and throughout March blasted Japanese shore batteries to support the invasion. During this duty, the versatile and busy destroyer saved the entire crew of a B–29 forced down while returning from a mission against Nagoya.

On 29 March 1945, she stood out from Iwo Jima, escorting transports carrying victorious marines to Guam. The destroyer then sailed to the United States for well-earned overhaul and repairs, arriving San Francisco 18 April.

After repairs and refresher training, *Gatling* escorted *New Jersey* and *Biloxi* to Eniwetok, bombarding Wake Island en route. Continuing to escort *New Jersey*, she arrived at Guam 9 August. There the news came that Japan had accepted the provisions of the Potsdam Declaration and agreed to surrender. The mighty sea war was won. *Gatling* now headed for Japan escorting transports bearing the 4th Marine Division as the 3d Fleet rendezvoused off Japan. On 3 September 1945, *Gatling* steamed into Tokyo Bay as a unit of the Allied Naval Occupation Forces of Japan.

During her aggressive career in World War II, *Gatling* traveled over 175,000 miles and fired 77 tons of high explosives from her guns. She sank two enemy ships and splashed eight Japanese planes, either as kills or assist. In addition to her other rescue missions, preserving the lives of over 400 sailors, she saved 37 aviators forced to ditch at sea. Finally, these heroic exploits through two busy battle-filled years were accomplished without the loss of a single man from enemy action, sickness, or accident. *Gatling* decommissioned 16 July 1946 and entered the Atlantic Reserve Fleet at Charleston, S.C.

After Communist aggression erupted in Korea, the veteran destroyer recommissioned 4 June 1951 at Charleston, S.C., Comdr W. J. Keating in command. Until August 1952 she operated off the Atlantic coast and in the West Indies before proceeding to the Philadelphia Naval Shipyard for modernization.

In the fall of 1952 *Gatling* as a unit of the NATO forces stood out of Newport, R.I., for Europe and visited Scotland, Norway, and Belgium in Operation "Mainbrace." Later she was active in Caribbean Operation "Springboard," calling at St. Thomas and San Juan. Returning to the Far Eastern waters she knew so well, *Gatling* arrived Tokyo 3 June 1953, and joined Task Force 77 supporting United Nations forces in Korea. Then, following the sun, she steamed to Manila, Saigon, Singapore, Colombo, and, passing through the Suez Canal, called at France and Portgual. She returned to Philadelphia in late summer 1953.

After repairs and training in New England waters,

USS *Gatling* (DD–671) deployed and ready to fight while keeping the peace in the Mediterranean in 1959

Gatling sailed to Portugal, France, and Italy. Recrossing the Atlantic and transiting the Panama Canal, the destroyer arrived Guayaquil, Ecuador, 7 October 1955. The following year she visited France and Cuba as a part of her varied operating schedule.

In 1957 *Gatling* again took part in NATO exercises, calling at Spain, Greece, Turkey, and Lebanon. Further operations brought her to England, to Spain again, and in 1958 to San Juan and Cuba. Her last major operations took her to Mediterranean ports of call, Pakistan and Iran, after which *Gatling* returned to her home base at Rhode Island 11 October 1959.

Gatling, after distinguished service in war and peace, again decommissioned 2 May 1960 and entered the Atlantic Reserve Fleet. At present she is berthed at Norfolk.

Gatling received eight battle stars for World War II service and one battle star for Korean service.

Gato

A species of small shark found in waters along the west coast of Mexico.

I

(SS–212: dp. 1,526 (surf.), 2,424 (subm.); l. 311'9"; b. 27'3"; dr. 19'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 60; a. 1 3", 4 mg., 10 21" tt.; cl. *Gato*)

The first *Gato* was laid down 5 Oct 1940 by the Electric Boat Co., Groton, Conn.; launched 21 August 1941; sponsored by Mrs. Royal E. Ingersoll, and commissioned 31 December 1941, Lt. Comdr. W. G. Myers in command.

After shakedown training at New London, *Gato* departed 16 February 1942 for Pearl Harbor via the Panama Canal and San Francisco. On her first war patrol from Pearl Harbor (20 April–10 June 1942), she unsuccessfully attacked a converted aircraft carrier 3 May before being driven away by the fierce depth charging of four destroyers off the Marshalls. On 24 May she was ordered to patrol the western approaches to Midway, taking station 280 miles westward during that historic victory.

On her second war patrol (2 July–29 August 1942), she patrolled east of the Kurile Islands toward the Aleutian chain. She obtained four torpedo hits with unconfirmed damage to a ship 15 August 1942 and terminated her patrol at Dutch Harbor, Unalaska. Her third patrol (4 September–23 December 1942) included operations off Kiska; then she steamed via Midway and Pearl Harbor to Truk atoll, where her attack 6 December on a convoy was broken off by aerial bombs and a severe depth charge attack by three destroyers. This patrol terminated at Brisbane, Australia, 23 December 1942.

During her fourth war patrol (13 January 1943–26 February 1943), *Gato* torpedoed and sank transport *Kenkon Maru* 21 January; cargo ship *Nichiun Maru* on 29 January; and cargo ship *Suruga Maru* on 15 February—all off New Georgia, Solomon Islands. On her fifth war patrol (19 March–6 June 1943), she landed an Australian Intelligence party at Toep, Bougainville, 29 March 1943, and evacuated 27 children, 9 mothers, and 3 nuns, transferring them 31 March to *SC–531* off Ramos, Florida Island. During a submerged radar attack approach 4 April 1943, beween Tanga and Lihir Islands, she was shaken so violently by three exploding depth charges that she returned to Brisbane for temporary repairs 11 to 20 April. *Gato* landed more Australian commandos at Toep Harbor 29 May, transported more evacuees to Ramos Island, and then reconnoitered off Tarawa in the Gilbert Islands before putting in at Pearl Harbor 6 June 1943.

Gato was routed onward to the Mare Island Shipyard for overhaul; returned to Pearl Harbor 22 August 1943; and conducted her sixth war patrol (6 September–28 October) via Truk and Bougainville in the Solomons to Brisbane. En route on 19 October she attacked a convoy, scoring hits for unknown damage to two large cargo ships. Her seventh war patrol (18 November 1943–10 January 1944) took her north of the Bismarck Archipelago. On 30 November she made a coordinated attack with *Ray*, sinking the cargo ship *Columbia Maru*. She rescued a Japanese soldier from a life-raft on 16 December; then attacked a convoy in the Saipan-Massau traffic lanes 4 days later to sink cargo ship *Tsuneshima Maru* and scored damaging hits on another freighter. After 2 hours of dodging depth charges, she finally evaded her attackers; surfaced and headed for Tingmon, the most likely course of the damaged cargo ship. *Gato* discovered a live depth charge on her deck at the same time that two enemy escorts headed in her direction were sighted. She outran them while disposing of the unexploded depth charge by setting it adrift, on a rubber raft. Although she did not overtake the chargo ship, she did sight a convoy. On 29 December her chase was foiled by a float plane finally driven off by her gunners. She concluded the patrol at Milne Bay, New Guinea, 10 January 1944.

Gato departed Milne Bay 2 February 1944 to conduct her eighth war patrol in the Bismarck-New Guinea-Truk area. She sank a trawler off Truk 15 February; transport *Daigen Maru No. 3* the 26th, and cargo ship *Okinoyama Maru No. 3* 12 March. Two other trawlers were destroyed by her gunfire before she returned to Pearl Harbor 1 April 1944.

On her ninth war patrol (30 May 1944–22 June 1944), *Gato* took Vice Admiral Charles A. Lockwood to Midway; completed photographic reconnaissance of Woleai Island; served on lifeguard station for air strikes on Truk 11 to 18 June; and terminated her patrol at Majuro atoll. On 15 July 1944 she was underway on her 10th war patrol, taking lifeguard station for the carrier-based air strikes on Chichi Jima, during which she rescued 2 aviators. She returned to Pearl Harbor on 2 September 1944, proceeded to Mare Island for overhaul and then returned to Pearl Harbor.

On her 11th war patrol (28 January–13 March 1945) *Gato* patrolled the Yellow Sea as a unit of a coordinated attack group which included *Jallao* (SS–368) and *Sunfish* (SS–281). She sank a coast defense ship on 14 February and cargo ship *Tairiku Maru* on 21 February, then returned to Guam. She departed on her 12th war patrol 12 April 1945, taking lifeguard station in support of the invasion of Okinawa. On the night of 22 to 23 April she had a brief contest with two Japanese submarines and narrowly missed destruction as well-aimed torpedoes came close. Between 27 and 30 April she rescued 10 Army aviators from shallow water near the beaches of Toi Misaki, Kyushu. She returned to Pearl Harbor 3 June 1945.

On her 13th war patrol *Gato* departed 8 July for lifeguard station for air strikes on Wake Island and then off the eastern coast of Honshu. She received word of "Cease Fire" 15 August while making an attack approach on a sea truck; steamed into Tokyo Bay the 31st; remained for the signing of surrender documents on board Missouri 2 September; and then departed the following day via Pearl Harbor and the Panama Canal to the New York Naval Shipyard, where she decommissioned 16 March 1946. She served for a number of years as a naval reserve training ship at New York and later at Baltimore, Md., until her name was struck from the Navy List on 1 March 1960. She was sold for scrapping 25 July 1960 to the Northern Metals Co., Philadelphia, Pa.

Gato received the Presidential Unit Citation in recognition of daring exploits during war patrols four through eight, and 13 battle stars for service in World War II.

II

(SS(N)–615: dp. 3,750; l. 278'6"; b. 31'8"; dr. 24'6" s. classified; cpl. 99; a. classified; cl. *Thresher*)

The second *Gato* was launched 14 May 1964 by the Electric Boat Div., General Dynamics Corp., Groton, Conn.; sponsored by Mrs. Lawson P. Ramage; and commissioned in November 1967.

Gauger

In an oil field, an individual responsible for measuring and determining the volume of oil shipments.

(YO–55: dp. 893 (lt.); l. 235′; b. 37′; dr. 15′; s. 10 k.; cpl. 34; a. none)

Gauger (YO–55) was laid down 7 January 1942 by RTC Shipbuilding Co., Camden, N.J., under a contract from Ira S. Bushby & Sons, Inc., Brooklyn, N.Y.; launched 28 May 1942; and commissioned 28 September 1942 at Philadelphia, Lt. C. O. Fulgham in command.

After shakedown along the New England coast, *Gauger* departed Boston 22 October for Icelandic waters. She reached Reykjavik, Iceland, 7 November after sailing via Portland, Maine, and Halifax, Nova Scotia. She supplied ships with diesel oil and aviation fuel and steamed the frigid North Atlantic, searching for mines and patrolling coastal waters. She remained in Iceland until late spring 1944 when she returned to the United States.

Gauger departed Norfolk in convoy 4 July for duty in the Mediterranean. She arrived Mers-el-Kebir, Algeria, 20 July; and during the next year operated with the 8th Fleet, carrying liquid cargo to American ships stationed in Algeria, Tunisia, Sardinia, Corsica, Sicily, and Italy. She steamed to Norfolk in July 1945, then departed 22 August for the Caribbean, where she continued to deliver gas and oil to ships stationed in the Dutch West Indies and the Canal Zone.

Gauger served in the Atlantic and Pacific Oceans off Central America until 7 September 1946 when she departed Balboa, C.Z., for Pearl Harbor. Towing *YFD–6* and steaming in company with *Bluebird* (ASR–19), *Cahuilla* (ATF–152), and *Tawakoni* (ATF–119), she reached Pearl Harbor 12 October. She provided fueling services in Hawaiian waters until 3 March 1947 when she sailed for the Western Pacific. Steaming via Palmyra Island; Kwajalein, Marshalls; and Truk, Carolines; she arrived Guam 20 April. For 3 months she served ships at Guam and made a fueling run to Truk during June.

Gauger decommissioned at Guam 21 July and was brought back to the United States late in the year, arriving San Diego, Calif., in December. She was placed in reserve under the 11th Naval District; at present she is berthed at San Diego with ships of the Pacific Reserve Fleet.

Gauger received two battle stars for World War II service.

Gavia

Any of several fish-eating diving birds including the common loon.

(AM–363: dp. 530; l. 184′6″; b. 33′; dr. 9′9″; s. 15 k.; cpl. 104; a. 1 3″, 4 40mm.; cl. *Admirable*)

Gavia (AM–363) was laid down as *PCE–907* on 8 July 1943 by Williamette Iron & Steel Corp., Portland, Ore.; launched 18 September 1943; sponsored by Mrs. James E. Ray; reclassified as AM–363 on 27 September 1943; and commissioned as *Gavia* (AM–363) 23 July 1945, Lt. K. P. Billhardt in command.

After trials in the Columbia River, *Gavia* departed Astoria, Ore., 10 August 1945 for mine warfare exercises at San Pedro and San Diego, Calif. She departed San Pedro 26 September and reached Honolulu 4 October 1945. After additional minesweeping training in Hawaiian waters, she departed Pearl Harbor 26 October for minesweeping operations in the Far East. Proceeding via Eniwetok and Saipan, she arrived Wakayama, Japan, 27 November.

Steaming to Sasebo 3 December, *Gavia* spent the remainder of the month sweeping for mines in Tsushima Strait, Okino Shima, Tachabana Wan. She continued minesweeping exercises at Sasebo until 17 February 1946, then sailed for Buckner Bay, Okinawa. After serving as reference ship for Japanese minesweepers clearing waters off Miyako Jima, she arrived Subic Bay 19 March and removed her ordnance gear. She departed 9 April and reached Shanghai 13 April. She decommissioned there 29 May 1946 and was turned over to the State Department for transfer to the Chinese Maritime Customs. Her name was struck from the Navy List 19 July 1946.

Gavia received two battle stars for World War II service.

Gayety

Merriment or jollity.

(AM–239: dp. 945 (lim.); l. 184′6″; b. 33′; dr. 9′9″; s. 14.8 k.; cpl. 104; a. 1 3″, 4 40mm.; cl. *Admirable*)

Gayety (AM–239) was laid down 14 November 1943 by the Winslow Marine Railway & Shipbuilding Co. of Winslow, Wash.; launched 19 March 1944; sponsored by Miss Janice Morgan; and commissioned 23 September 1945, Lt. Comdr. John R. Row in command.

After shakedown out of San Pedro and San Diego, *Gayety* arrived Pearl Harbor 4 January 1945. Following training and escort duty she sailed west for the invasion of Okinawa via Eniwetok, Saipan, and Ulithi. She sortied from Saipan 25 March with a convoy bound for Okinawa and arrived off Okinawa 1 April in time for the first amphibious assault on that strategic island, the doorway to Japan. In the ensuing weeks, *Gayety* swept minefields and made ASW patrols in the Ryukyus. On 14 April she was attacked by a Japanese torpedo bomber coming in low and fast to starboard. The plane launched a torpedo which *Gayety* left astern, but she was shaken from bow to stern when it exploded 150 yards away.

On 4 May, following a kamikaze attack on nearby *Hopkins*, another plane made a suicide run on *Gayety*, coming in from starboard. Her automatic weapons riddled the plane that passed close over her fantail before crashing into the sea 30 yards off the port quarter. Later in the same day the ship was attacked by a Japanese "Baka" bomb, a 4,700-pound bomb propelled by a rocket and guided by a human pilot at speeds up to 600 miles per hour. One of these deadly weapons thundered in at an estimated 400 knots, made a low altitude run on several of the smaller minesweepers *Gayety* was shepherding, and then turned toward *Gayety* for a suicide crash. The ship's gunners, unflinchingly manning their weapons, sent up an umbrella of automatic fire which blew off the Baka's cowling; seconds later it disintegrated rapidly, tumbling end over end through the air, and crashed into the sea 15 yards off *Gayety*'s port bow. Shrapnel rained on her decks, knocking out the port 40mm. gun and wounding three men, but the ship continued her duties undaunted.

On 27 May, while continuing to support the Okinawa campaign, she suffered a near-miss from a 500-pound bomb which exploded just astern. Five men were killed and two wounded by flying debris, and the fantail burst into flames. Quick damage control, however, followed by repairs at Kerama Retto, soon put her back in fighting shape; and she resumed minesweeping off Okinawa and, subsequently, shifted operations to the approaches of the Japanese home islands.

After Japan surrendered and occupation forces had taken control of the conquered Empire, *Gayety* stood out from Japan 20 November for the United States via Eniwetok and Pearl Harbor, reaching San Diego 19 December 1945 and thence sailing via the Panama Canal to Orange, Tex., where she decommissioned 7 June 1946 and entered the Atlantic Reserve Fleet.

Gayety recommissioned 11 May 1951, Lt. Percy W. Rairden, Jr., in command, and moored at Charleston, N.C., 29 May. Until 1954 she was based at either Charleston or Norfolk, Va., as a training ship, with a visit to Vieques Island, P.R., in the fall of 1951 for exercises. She returned to Orange, Tex., 3 January 1954 and decommissioned 1 March 1954, reentering the Atlantic Reserve Fleet. *Gayety* was reclassified MSF–239, 7 February 1955 and was transferred to the Republic of Vietnam 17 April 1962. She serves the Vietnamese Navy as *Chi Lang II* (HQ–8).

Gaynier

Oswald Joseph Gaynier, born 4 March 1915 in Monroe, Mich., enlisted in the Naval Reserve as Seaman Second Class 3 October 1940 and was appointed Aviation Cadet 16 December. Commissioned Ensign 3 June 1941, he was assigned to Torpedo Squadron 8 in *Hornet* (CV–8) on 25 August. During the opening phases of the Battle of Midway 4 June 1942, Torpedo Squadron 8 launched a courageous attack against carriers of the Japanese Striking Force. Lacking fighter-plane protection and beset on all sides by enemy fighters, the valiant American pilots pressed home the attack in the face of withering antiaircraft fire from a seemingly impenetrable screen of cruisers and destroyers. All members of the squadron but one were killed during the attack. Ensign Gaynier was one of those who so gallantly sacrificed his life for his country and the American victory that followed. For his extraordinary heroism and meritorious devotion to duty, he was posthumously awarded the Navy Cross.

DE–751 was laid down 4 August 1943 by Western Pipe & Steel Co., San Pedro, Calif.; renamed *Gaynier* (DE–751) on 3 September 1943; launched 30 January 1944; and sponsored by Mrs. Ireta Gaynier, widow of Ensign Gaynier. Construction suspended 6 June 1944, and construction cancelled 1 September 1944.

Gazelle

Any of numerous small, graceful, and swift antelopes, with lustrous eyes, found especially in South Africa, northern Africa, Iran, and India.

I

(SwStr: t. 117; l. 135′; b. 23′; dr. 4′; s. 4 k.; a. 6 12-pdr. r.)

The first *Gazelle*, a side-wheel steamer built at Madison, Ind., in 1863 as *Emma Brown*, was purchased at Cincinnati, Ohio, 21 November 1863 for duty with the Mississippi River Squadron; and commissioned by February 1864 at Cairo, Ill., Acting Master Charles Thatcher in command.

Gazelle reached the mouth of the Red River in time to join Admiral Porter's joint Army–Navy expedition of 12 March–22 May 1864. The operation was part of the campaign against Texas designed to gain a strong foothold there and to thwart the French intervention in Mexico. Serving between the mouth of the Red River and Grand Ecore, La., *Gazelle* engaged enemy shore units, convoyed Army transports, and patrolled the river while Navy gunboats assisted in the capture of Fort De Russy. For the next year the ship patrolled between the mouth of the Red River and Morganza, La., and convoyed transports. On 24 May 1865 she embarked Confederate Generals Buckner and Price at the mouth of the Red River and brought them to Baton Rouge to negotiate a surrender with General Canby. Subsequently, following repairs at New Orleans, *Gazelle* steamed upriver to Mound City, Ill., arriving 25 June. She decommissioned there 7 July 1865; she was sold 17 August 1865 to Henry Scott *et al.* She was redocumented as *Plain City* 23 October and operated until abandoned in 1869.

II

The second *Gazelle* (BAM–17), built by Savannah Machine & Foundry Co., Savannah, Ga., was transferred to the United Kingdom 28 July 1943. Returned to the United States December 1946, she was struck from the Navy List 10 June 1947.

III

(IX–116: dp. 14,500; l. 441′6″; b. 56′11″; dr. 28′4″; s. 11.5 k.; cpl. 115; a. 1 5″)

The third *Gazelle* (IX–116) was launched 9 November 1943 by the California Shipbuilding Corp., Wilmington, Calif., as SS *Cyrus K. Holliday;* sponsored by Mrs. J. E. Stewart; and acquired by the Navy and simultaneously commissioned 29 November 1943, Lt. Joseph P. Marshall in command.

Auxiliary oiler *Gazelle* sailed from Wilmington 9 January 1944 for Pearl Harbor, where she was assigned to Rear Admiral Turner's Southern Attack Force for the imminent assault on Kwajalein. Underway with the task force 28 January, she entered Kwajalein Lagoon on D-day, 2 February 1944, and began fueling operations in the midst of the furious fighting. For 2 weeks she fueled combatant ships, including battleships *New Mexico*, *Mississippi*, *Idaho*, many cruisers, escort carriers, and smaller warships.

Her mission accomplished, *Gazelle* stood out 15 February for further combat duties. She steamed into Eniwetok Lagoon on D-day, 18 February, to support the amphibious invasion of that strategic island. Here in the front line of fighting she fueled several destroyer divisions before sailing 26 February for Kwajalein, where she issued fuel to American warships until getting underway 1 April for Pearl Harbor, arriving 12 April.

One week later she sailed for Majuro, arriving 27 April, and subsequently continued fueling operations and shuttle runs through submarine-infested waters to Majuro, Roi, Kwajalein, and Eniwetok through the summer of 1944, until reaching Ulithi 15 October. *Gazelle* escaped damage when Japanese midget submarines penetrated the harbor net and patrol defenses at Ulithi 20 November and sank oiler *Mississinewa*, moored 2,000 yards away. Underway once more 10 January 1945, the ship reached Palau 2 days later and served there until arriving Leyte 28 February. While at Leyte she fueled some 100 Allied ships during the next 6 months.

Gazelle sailed 13 September for Korea, arriving Jinsen 28 September, and joined the Korean Service Group, 7th Fleet. She remained in Korea through October 1945.

Gazelle reached Norfolk 28 February 1946 and decommissioned there 9 May 1946. Returned to WSA the next day, she was stricken from the Navy List 21 May 1946. In 1948 she was sold to Intercontinental S.S. Corporation and renamed *Evistar*.

Gazelle earned one battle star for World War II service.

Gear

An accessory mechanism or machine that performs a specific function in a complete machine, as an expansion gear or a steering gear.

(BARS–4: dp. 1,530; l. 213′6″; b. 39′; dr. 14′1″; s. 14.8 k.; cpl. 120; a. 4 40mm.;)

Gear (BARS–4), originally intended for the Royal Navy under terms of the Lend-Lease Program, was launched as HMS *Pacific Salvor* (BARS–4) on 24 October 1942 by the Basalt Rock Co., Napa, Calif.; acquired by the U.S. Navy and designated *Gear* (ARS–34) on 21 September 1942; and commissioned 24 September 1943, Lt. J. F. Simmons in command.

Gear departed San Diego on 6 December 1943 en route via Pearl Harbor and the Gilbert Islands to Eniwetok atoll in, the Marshall Islands. Here she performed salvage, towing, and repair for ships of the fleet as a unit of Service Squadron 10 until 17 July 1944. She provided similar services at Saipan (25 July–7 August), shifting to Apra Harbor, Guam, on 8 August 1944 for various operations that included the towing and sinking of concrete barges on Calalan Bank to serve as a breakwater; pulling amphibious landing ships off various beaches; and towing a ship to Tinian and Saipan before return. She returned to Pearl Harbor from the Marianas on 6 December 1944 for overhaul, and departed on 29 January 1945 with an amphibious assault force bound for Iwo Jima.

Gear arrived in the outer transport area of Iwo Jima on 19 February 1945 to witness the landing of Marines under cover of intensive Naval gunfire and air attack. She proved invaluable in assisting the ships of the fleet,

pumping out flooded spaces, repairing mortars, making ship repairs and performing various towing assignments. She returned to Saipan on 5 March with an LSM and two LCI's intow. Four days later she was en route with a transport assault force that arrived off Okinawa on 1 April, D–day of invasion. Here she braved the day and night aerial onslaughts in a busy schedule of battle damage repairs to such gallant fighting ships as *Wichita* (CA–45), *England* (DE–635), *Aaron Ward* (DD–483), *Ingraham* (DD–694). She departed Okinawa on 15 May for repair service at Ulithi (21 May–12 June), then proceeded via Eniwetok with two tank landing ships in tow for Pearl Harbor, arriving 6 July 1945.

Gear departed Pearl Harbor on 11 July and arrived at Portland, Oregon on the 20th. After voyage repairs, she performed towing and salvage for the Alaskan Sea Frontier at Adak until 6 May 1946, returning to San Pedro on the 23d for services there until decommissioned on 13 December 1946.

Gear was assigned to the San Diego Group, U.S. Pacific Reserve Fleet until 24 February 1953. A civilian crew of the Merritt Chapman Scott Corp. then operated her for Navy towing and salvage service at San Pedro, Calif. Under contract to the Merritt Chapman Scott Corp., she continues Navy salvage and repair duties at San Pedro with occasional coast towing.

Gearing

Gearing (DD–710) was named for three generations of naval men. Henry Chalfant Gearing, born 9 June 1855 at Pittsburgh, Pa., graduated from the Naval Academy in 1876. Gearing served on various ships of the Navy during his early years, including *Lackawana*, *Tuscarora*, and *Essex*. He spent tours of duty at the Naval Academy and on board *Glacier*. After being promoted to Commander in 1905, Gearing commanded the naval stations at Cavite and Olongapo, P.I., until his retirement in 1909. He died 16 August 1926 at Charlottesville, Virginia.

Henry Chalfant Gearing, Jr., born 22 January 1887 at Boston, Massachusetts, graduated from the Naval Academy in 1907. He served on *California*, *Illinois*, and other ships besides commanding a long list of destroyers, among them *Woolsey*, *Dobbin*, and *Maury*. He was appointed Captain in 1934. Subsequently, he commanded Destroyer Squadron 4 and Naval Training Station, San Diego, before his death 24 February 1944 at San Diego Naval Hospital.

Henry Chalfant Gearing III, born 16 August 1912 at Vallejo, Calif., and graduated from the Naval Academy in 1935. After serving several ships as a young officer, he joined *Juneau* as a Lieutenant in 1942, and was lost with his ship when it was torpedoed and sunk in the Solomon Islands 13 November 1942.

(DD–710; dp. 2,425; l. 390'6"; b. 40'10"; dr. 18'6"; s. 34.6 k; cpl. 345; a. 6 5". 12 40mm., 2 21" tt., 6 dcp, 2 dct. cl. *Gearing*.)

Gearing (DD–710) was launched 18 February 1945 by the Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Mrs. Thomas M. Foley, daughter of Comdr. Gearing; and commissioned 3 May 1945, Commander T. H. Copeman in command.

After shakedown off Cuba, *Gearing* reached Norfolk 22 July 1945 and trained precommisioning crews for other destroyers until putting in at Casco Bay, Maine, 5 October. Celebration of Navy Day from 26 to 29 October at New London, Conn., gave 5,000 citizens the chance to board the powerful destroyer. Subsequently *Gearing* put in at Pensacola, Fla., 4 November to screen carrier *Ranger* during carrier qualification operations.

Returning to Norfolk 21 March 1946, she conducted peacetime operations along the Atlantic coast of North and South America, in the Caribbean, visiting Montevido, Uraguay; and Rio de Janeiro, Brazil. *Gearing* sailed 10 November 1947 on her first Mediterranean cruise, calling at Algeria, Malta, Italy, and France before mooring again at Norfolk 11 March 1948.

Peacetime operations along the eastern seaboard and in the Caribbean prepared her for a second cruise to European waters; the destroyer visited most of the nations washed by the Mediterranean from 10 November 1947 to 11 March 1948, and duplicated this long voyage from 4 January to 23 May 1949.

During the fall of 1949 *Gearing* took part in Operation Frostbite, an Arctic cruise test and development of cold weather techniques and equipment. She continued operations off the east coast of the United States and in the Caribbean through 1950. Another voyage 10 January to 17 May 1951, brought her from Norfolk to the Mediterranean and return; the remainder of the year was occupied by training cruises as far north as Halifax and south to Cuban waters.

By now *Gearing* had established the pattern of peacetime operations she followed well into the 1960's: "Med" cruises usually once a year, and exercise in the Atlantic and Caribbean. These kept her in fighting trim for the ceaseless duties of seapower. She was modernized and overhauled late 1961 through early 1962 at Boston.

In October 1962 *Gearing* took part in the American "quarantine" patrol against Cuba as the world trembled on the brink of war. This swift and classic use of power at sea solved the crisis. On 1 November *Gearing* returned to Norfolk. Through the remainder of 1962 she continued operations in the Atlantic.

After participating in Operation "Springboard-63" early in 1963, *Gearing* sailed for the Mediterranean in March serving with the 6th Fleet during the summer. She returned to Newport in September for a "FRAM I" overhaul. Following operations in the Caribbean and North Atlantic in the spring and summer of 1964, *Gearing* entered the Mediterranean 4 October to rejoin the 6th Fleet. After returning home early in 1965, she continued operating in the Atlantic Fleet into 1967.

Gedney, Lake, see *Lake Gedney*

Geiger

Roy Stanley Geiger, born 25 January 1885 in Middleburg, Fla., enlisted in the Marine Corps 2 November 1907 and was commissioned Second Lieutenant 5 Februavy 1909. After serving with marine detachments in *Wisconsin* (BB–9) and *Delaware* (BB–28), he proceded in August 1912 to Nicaragua, where he participated in the bombardment, assault, and capture of Coyotepe and Barrancas. He then went to the Far East serving in the Philippines and Peking, China, where from 1913 to 1916 he was assigned to the American Legation. Returning to the United States in March 1916 for naval aviation training at Pensacola, he was designated a naval aviator in June 1917, the fifth flyer in Marine Corps history.

He travelled to France in July 1918, commanded a squadron of the 1st Marine Aviation Force, and received the Navy Cross for distinguished service in leading bombing raids against the enemy. During the next two decades he was assigned a variety of duties, which included service in Haiti; Quantico, Va.; Washington, D.C.; and London, England.

He assumed command of the 1st Marine Aircraft Wing in August 1941 and led the Wing at Guadalcanal from 3 September 1942 to 4 November. As commander of all Guadalcanal-based aircraft, he received a Gold Star in lieu of a second Navy Cross for heavy losses that American planes inflicted upon the enemy, including 268 planes shot down and 28 ships sunk or damaged.

He became Director of Marine Corps Aviation in May 1943; then he returned to the Solomons in November to command the I Marine Amphibious Corps at Bougainville. During 1944 he led the III Amphibious Corps in the capture of Guam and the Southern Palaus. He

commanded this corps during the Okinawa campaign and also assumed command of the 10th Army 18 June following the death of Lieutenant General Buckner. From July 1945 to November 1946 he commanded Marine Force, Pacific Fleet.

Then he returned to the United States for duty at Marine Corps Headquarters. While on active duty, Major General Geiger died 23 January 1947 at Bethesda Naval Hospital. He was posthumously promoted to the rank of General by the 80th Congress.

(T–AP-197 : dp. 11,225 (lt.) ; l. 533'9" ; b. 73'3" ; dr. 27'1" ; s. 19 k. ; cpl 219 ; cl. *Barrett;* T. P2–S1–DN3)

Geiger (T–AP 197) was laid down as *President Adams* 1 August 1949 under Maritime Commission contract for American President Lines by New York Shipbuilding Corp., Camden, N.J. ; launched 9 October 1950 ; sponsored by Mrs. Edward J. Hart, wife of Congressman Hart of New Jersey ; renamed *Geiger* 2 January 1951 while under conversion for MSTS ; acquired by the Navy 13 September 1952 ; and placed in service the same day.

Acquired for transport service during the Korean conflict, *Geiger* has operated under MSTS since 1952. Over the years she has made numerous runs in support of peace-keeping operations throughout the world. She has crossed the Altantic dozens of times, deploying troops to European bases and returning troops and refugees to the United States.

Operating out of New York, *Geiger* has provided valuable support for the mighty 6th Fleet on station in the turbulent Middle East. In response to the pro-Soviet takeover of the Syrian Army in August 1957, she steamed in the Mediterranean while the 6th Fleet deployed to protect independent nations in the Middle East, including the pro-Western government of King Hussein in Jordan. In July 1958 she carried troops from European bases to Lebanon to thwart an attempted Communist coup against the government of President Chamoun.

Between 1959 and 1965 *Geiger* continued operations out of New York, steaming to Bremerhaven, Germany ; Mediterranean ports in North Africa, Italy, Greece, and Turkey ; and American bases in the Caribbean. Following the Cuban Missile Crisis, she made three runs between New York and Cuba to return military dependents to Guantanamo Bay Naval Base during December 1962 and January 1963. Between 6 October and 23 November 1964, she participated in the massive amphibious exercise, Operation "Steel Pike I," the largest peacetime amphibious exercise ever conducted in the Atlantic. She supported the movement of combat-ready troops from the United States to the southwest coast of Spain and took part in the largest American military landing operation since the Korean war.

After returning to Charleston, S.C., 23 November with 768 marines embarked, she resumed transport runs between New York and Bremerhaven. Arriving New York 1 June 1965, she departed the next day for the Caribbean, where from 6 to 17 June she operated off Santo Domingo to support naval forces engaged in ending civil war in the Dominican Republic.

Following two more runs to Bremerhaven, *Geiger* departed New York 16 August for the Pacific. Steaming via Pearl Harbor, she arrived Quin Nhon, South Vietnam, 19 September to bolster the Navy's transportation capabilities during the struggle to halt Communist aggression in Southeast Asia. Between 23 September and 1 October she sailed via Yokahama, Japan, to Pusan, South Korea, where she embarked Republic of Korea troops bound for Vietnam. She returned to Qui Nhon 8 October ; steamed to Cam Ranh Bay the 9th ; then departed the next day for the United States, arriving San Francisco 27 October. Sailing for the Far East 5 November, she reached Qui Nhon the 23d and resumed duty as a troop transport. Between 30 November and 13 December she rotated ROK troops from Vung Tau, South Vietnam, to Inchon and back. She departed Vietnam from the United States 13 December ; and, steaming via Pearl Harbor and the Panama Canal, she arrived New York 13 January 1966.

Geiger resumed transatlantic service to Bremerhaven 1 February and during the next 6 months made six runs between the United States and Europe. Departing Bremerhaven 8 August, she steamed via the Panama Canal and San Francisco to resume troop-carrying duty in the Far East. During 1967 *Geiger* shuttled between San Francisco and Vietnam carrying U.S. troops to bolster Allied forces fighting for freedom in southeast Asia.

Gem

Former name retained.

(SP–41 : t. 201 ; l. 146'6" ; b. 18' ; dr. 7' ; s. 15 k. ; a. 2 3-pdrs.)

Gem, a steam yacht, was built in 1913 by George Lawley & Sons, Neponset, Mass. ; chartered 26 March 1917 from William Ziegler, Jr. ; and commissioned at New York 1 June 1917, Ens. Leroy J. Small, USNRF, in command.

Gem performed harbor entrance patrol at New Haven, Conn. until 12 December 1917. She was then assigned to experimental work under the Submarine Defense Association. In this duty, carried out at New York, New London, Newport, and New Haven, she experimented with camouflage defense ; tested the Bates Automatic Course Indicator ; and experimented with various submarine detection devices, including the Sanborn Speed Indicator. She also performed colloidal fuel (pulverized coal) experiments at New Haven and New York. She decommissioned at New York 10 January 1919 and was returned to her owner the same day.

Gem of the Sea

A merchant name retained.

(Bark : t. 371 ; l. 116' ; b. 26'3" ; dph. 13'5" ; cpl. 65 ; a. 6 32-pdrs.)

Gem of the Sea was purchased at New York from Galway & Teller 3 August 1861 ; and commissioned 15 October, Acting Volunteer Lt. Irvin B. Baxter in command. She departed New York 20 October 1861 to serve the South Atlantic Blockading Squadron off the coast of South Carolina. She ran British blockade runner *Prince of Wales* aground off Georgetown 24 December. She captured blockade runner *Fair Play* 12 March 1862, schooner *Dixie* 15 April 1862, and schooner *Mary Stewart* 3 June. Nine days later she took schooner *Seabrook* off Alligator Creek. On 1 July she took possession of four rice-laden lighters up the Waccamaw River.

Gem of the Sea returned to the Boston Navy Yard 18 October 1862 for repairs. Ordered to the East Gulf Squadron, she arrived at Key West, Fla., 18 December 1862 to guard the coast. She captured sloop *Ann* off Jupiter Inlet 30 December 1862, a small, unidentified schooner 12 January 1863, a small boat 28 January, and schooner *Charm* in the Indian River Inlet 23 February. In the same vicinity, she captured sloop *Peter*, and British blockade runners *Maggie Fulton* and *Inez*. British schooner *Georgie* was taken in the Sanibal River 29 July ; and sloop *Richard* fell into her hands in Peace Creek 31 August. In an expedition up the same creek 5 September, she destroyed the buildings and four boats of noted blockade runner *Johnson*. Thereafter she captured British schooner *Director* 30 September and sloop *Matilda* 21 October. From 24 to 30 December 1863, she was part of an expedition up the Myacca River, transporting refugee rangers from Useppa Island to the mainland.

Gem of the Sea spent her remaining career patrolling off Charlotte Harbor, Fla. She joined her tender *Rosalie* in capturing steamer *Emma* off nearby Malco Inlet 11 June 1864. She departed Charlotte Harbor 2 February 1865 and entered the Philadelphia Navy Yard the 22d. She decommissioned 24 February and was sold 6 May 1865 to A. C. Purvis & Sons, Philadelphia, Pa.

Gemini

(AP–75: dp. 3555 (lim.); l. 261′; b. 43′6″; dr. 15′9″ lim.) s. 8.5 k.; cpl. 365; trp 265; a. 2 3″; cl. *Gemini*)

Gemini (AP–75) a lake-type freighter. was built as *Coperas* by Manitowoc Shipbuilding Co., Manitowoc, Wis. Subsequently renamed *Actna* and then *Saginaw* around 1937 while in merchant service, she was acquired by the Navy 27 September 1941. Originally designated *Matinicus* (AG–38), she was reclassified AK–52 7 January 1942 while undergoing conversion at Bethlehem Steel Company, Boston, Mass. Commissioned as *Matinicus* (AK–52) 4 August 1942, Lt. Comdr. W. L. Cain in command, she was redesignated and renamed *Gemini* (AP–75) 15 August 1942.

Gemini sailed 16 August for New York to load troops and sortied 24 October with convoy SC–107 bound for Ireland and United Kingdom ports. This, her first voyage, was also the most difficult, for the convoy ran into German submarine wolfpacks in mid-Atlantic and from 1 to 4 November no less than 15 ships, nearly half the convoy, were torpedoed and sunk in a running battle. *Gemini* arrived safely at Reykjavik, Iceland, and spent the next 10 months as a transport for troops and cargo between Icelandic ports.

The ship put in at Boston 3 September 1943 for overhaul, and then embarked troops at New York, departing 9 October bound for the west coast via Panama. After touching at San Pedro, Calif., for repairs, she reached Honolulu 11 December and commenced duty as an interisland transport in Hawaiian waters.

In July 1944 *Gemini* shifted her operations to the Marshalls and Gilberts, carrying men and cargo to and from Kwaljalein, Apamama, Tarawa, Makin, Majuro, Roi, and Eniwetok. She continued these essential transport duties in support of the allied advance until 1 June 1945 when she got underway for San Francisco via Pearl Harbor. *Gemini* remained in drydock at San Francisco until the end of the war.

Gemini sailed 28 August 1945 for the Pacific Ocean again, resuming her earlier transport runs in the Marshalls-Gilberts area and continuing the assignments until her return to San Francisco. She decommissioned at Oakland, Calif., 8 April 1946 and was turned over to the Maritime Commission 10 September 1946. Subsequently sold to Oly Fenno S.S. Co. Ld., she operated under Finnish papers as *Ramsdal* out of Abo, Finland.

Gemsbok

A large, handsome species of straight-horned African antelope.

I

(Bark: t. 622; l. 141′7″; b. 31′; dr. 17′; a. 4 8″; 2 32-pdrs.)

The first *Gemsbok* was purchased 7 September 1861 at Boston, Mass., and commissioned 30 August 1861 at the Boston Navy Yard, Acting Volunteer Lt. Lewis Drake Voorhees in command.

Assigned to the South Atlantic Blockading Squadron. *Gemsbok* sailed from Boston 6 September 1861 for her duty station off Wilmington, N.C. On 19 September she captured schooner *Harmony* off Hatteras and 3 days later took schooner *Mary E. Pindar* off Federal Point, N.C. Schooner *Beverly* fell to *Gemsbok* just outside Frying Pan Shoals 3 October while on 18 October English brig *Ariel*, loaded with salt, was captured off Wilmington.

In November *Gemsbok* reported for blockade duty at Beaufort, N.C. On 16 January 1862 her crew, with that of *Albatross*, boarded and burned *York*, grounded near Bogue Inlet, N.C., while unloading supplies from Dublin. On 25 April *Gemsbok* in company with other warships bombarded Fort Macon, N.C. In the last engagement she had much of her rigging shot away. During the capture of Fort Macon two English ships, *Alliance* and *Gondar*, were taken as prizes; *Gemsbok* convoyed them to the Chesapeake capes, from where they sailed to New York while she put in at Hampton Roads 10 May.

Subsequently, she was ordered to Boston 27 August 1862 to fill up her complement and then to report for duty with Rear Admiral Samuel F. DuPont at Port Royal, S.C. From that port she sailed to Turtle Harbor, Fla., for the protection of colliers supplying the West Indies squadron. On 10 December Army transport *Mennonium Sanford* grounded on a reef 1½ miles south of Key West, and *Gemsbok* sent a launch and crew to kedge her off, taking on board many officers and men later debarked at Key West.

In February 1863 *Gemsbok* was attached to the West Indies Squadron to be employed as a coal and store ship. Returning to New York 19 July 1863, she decommissioned there. On 19 July 1864 she was ordered to Port Royal and, after recommissioning at New York 23 December 1864, reached that port 8 January 1965. She served on blockade duty in waters off Georgia and South Carolina and as a guard and store ship before returning to the New York Navy Yard 17 June 1865. Decommissioned there 11 July 1865, *Gemsbok* was sold at auction to Smith & Co. at New York.

II

(IX–117; dp. 14,500; l. 441′6″; b. 56′11″; dr. 28′4″; s. 11.8 k; cpl. 110; a. 15″)

The second *Gemsbok* (IX–117) was launched as *Carl R. Gray* 9 November 1943 by the California Shipbuilding Corp., Wilmington, Calif.; sponsored by Miss E. Jeffers; acquired and simultaneously commissioned 3 December 1943. Commander A. H. Kooistra, USNR, in command. The ship was renamed *Gemsbok* upon acqusition.

Gemsbok sailed 12 January 1944 for the Marshall Islands and until May 1945 delivered fuel oil, aviation gasoline, and lube oil to warships in that archipelago and in the Marianas. Her principal base of operations was Eniwetok but in addition *Gemsbok* supplied fuel at Majuro and Kwajalein, and from 5 July to 16 September 1944 was at Saipan servicing ships engaged in the capture and occupation of bases in the Marianas.

She sailed from Eniwetok 11 May 1945 with fuel oil for Leyte, arriving 25 May via Ulithi. After Ulithi, she sailed from Leyte 29 September for Okinawa and Hiro Wan, Japan, where she put in 16 October. *Gemsbok* continued her fueling duties at Nagoya and subsequently sailed for the United States 20 December, reaching Norfolk 28 February 1946 via San Diego and Mobile, Ala. Decommissioned there 30 April 1946, *Gemsbok* was stricken from the Navy List 8 May 1946 and subsequently sold to Maris Transportation System Inc. and in 1948 renamed *Alpha*.

Gendreau

Elphege Alfred M. Gendreau, born in Canada 29 June 1888, was commissioned Assistant Surgeon, Medical Reserve Corps, with the rank of Lt. (j.g.) 20 August 1915. He served in *Glacier* in Mexican waters during political unrest in that neighboring country and in *Charleston* during World War I.

After distinguished service in a number of assignments afloat and ashore, Gendreau was commissioned Captain 20 September 1939. During the years 1940 and 1941, he served as Force Surgeon of Battle Force and subsequently on the staff of Admiral Nimitz, Commander in Chief, Pacific Fleet. In the summer of 1943, he was on temporary duty in the South Pacific inspecting medical facilities to improve treatment and care of battle casualties. He voluntarily embarked in *LST–343* to assist in the evacuation of the sick and wounded in Rendova. He was killed in a dive-bombing attack on *LST–343* on 21 July 1943. His unspectacular but dedicated service prompted Admiral Nimitz to recommend that a destroyer be named for Captain Gendreau.

(DE–639: dp. 1,400; l. 306′; b. 37′; dr. 13′6″; s. 23.6 k.; cpl. 213; a. 3 3″, 4 1.1″, 10 20mm., 3 21″ tt., 8 dcp, 1 dcp. (h.h.), 2 dct.; cl. *Buckley*)

Gendreau (DE–639) was laid down 1 August 1943 by Bethlehem Shipbuilding Co., San Francisco; launched 12 December 1943; sponsored by Mrs. Josephine Gendreau, widow of Captain E. A. M. Gendreau, with Mrs. Chester Nimitz, wife of the Commander in Chief of Pacific Fleet, as matron of honor; and commissioned 17 March 1944, Lt. Cmdr. A. D. Kilmartin in command.

After shakedown off the California coast, *Gendreau* departed San Francisco 23 May escorting a convoy to Pearl Harbor, arriving 6 days later. She trained in Hawaiian waters and got underway 18 June 1944 on the first of two voyages, escorting convoys between Hawaii and the Marshalls. Convoy duty brought her to Eniwetok again and on 26 July *Grendreau* returned to Oahu from the second voyage in time to help welcome President Roosevelt to Hawaii. During ensuing ASW patrol out of Pearl Harbor, the destroyer escort rescued the pilot and crew of an aircraft which had ditched at sea 31 July; and 9 days later in heavy seas saved a downed fighter pilot.

Gendreau departed Pearl Harbor 8 September with a convoy for Emirau. On 13 September she collided with escort carrier *Breton* (CV–23) while fueling from her in heavy seas; but efficient emergency repairs allowed *Gendreau* to proceed with the convoy to Emirau before steaming into Manus 19 September for repairs. She sailed from the Admiralties 1 October and arrived Port Purvis, Solomon Islands, 4 October. Following intensive training with PT boats at Tulagi, she sailed 27 October for the Russell Islands and rendezvoused with a convoy of landing craft bound for New Georgia Island. Departing there 29 October, the group proceeded to Cape Torkina, Bougainville, where the landing craft debarked troops. *Gendreau* escorted the landing craft back to the Russells 1 November and returned to Port Purvis the next day.

Then in March 1945, following 3 months of escort and ASW duty shuttling between islands of the South Pacific, *Gendreau* rehearsed for the coming Okinawa invasion after which she escorted landing craft to the Russell Islands and Port Purvis, arriving Port Purvis 7 March and returning to the Russells 4 days later. Underway from the Russells 12 March, she called at Ulithi 21 March for final staging and sortied 4 days later with a task force for the Ryukyus.

On D-day, 1 April, *Gendreau* was off the southeast coast of Okinawa protecting amphibious ships. Before dawn a Japanese plane attacked the DE but was shot down and splashed a few yards to starboard. A few hours later she closed the invasion beaches and delivered the landing craft to their assigned positions well in advance of the final bombardment and initial landings. The next day she was in the destroyer screen when another enemy plane attacked her at dawn, but with the aid of other ships she managed to splash it. On the 3d, a plane strafed her and then, on its second pass, tried to crash her, but *Gendreau*'s gunfire blew him out of the air and splashed him 25 yards away. On 5 April she joined a hunter-killer group.

On 6 April a torpedo bomber aimed a torpedo at the DE, but it exploded upon hitting the water. *Gendreau* splashed the bomber 500 yards astern. The following day she destroyed another attacking plane. On the 12th, without warning a torpedo bomber roared in and released a torpedo which passed just under the bow and exploded some distance beyond. On 16 April two enemy planes homed in on her, but two American fighters swooped in from behind and shot down the attackers.

Gendreau departed Okinawa 22 April with a convoy, touching at Saipan 5 days later and returning to Okinawa 2 May. She departed the next day for Ulithi, arriving 7 May. Underway again 23 May with a mixed convoy, she called at Okinawa the 29th and escorted convoys in these waters. On 10 June 1945, while supporting the American troops who were wresting the island from Japan, *Gendreau* was hit by shellfire from a hidden 150mm. gun. She lost power and began taking water, but outstanding damage control had her under control in 15 minutes and nearly restored her to normal within 2 hours. Two men were killed and two others wounded.

After repairs at Kerama Retto and later at Buckner Bay, Okinawa, she joined Vice Admiral Oldendorf's Task Force 13 July for training and minesweeping in the East China Sea. On 26 July she rescued a friendly fighter pilot who had ditched at sea, picking him up only 32 minutes after the crash. At the end of the month a bad typhoon caused her to roll nearly 60° and buckled steel plating. On 31 July 1945 she escorted damaged *Pennsylvania* (BB–38) to Guam and returned to Okinawa 12

USS *Gendreau* (DE–639) in 1959—in World War II DE's fought enemy submarines to a standstill.

September where 4 days later another typhoon parted her port anchor chain. She departed 22 September to act as courier ship during the Allied occupation of the Japanese homeland.

Thus, after a short but distinguished war career, *Gendreau* stood out of Tokyo Bay 4 November 1945 bound home via Pearl Harbor, arriving Portland, Oreg., 22 November. In February 1946 she proceeded to San Diego for training exercises and then departed the following month on a Far Eastern cruise.

Gendreau arrived Shanghai, China, 14 April and sailed to Hulutato, Manchuria, and to Tsingtao and Chinwangtao, China. Further patrols brought her to Okinawa and Shanghai again May to June, and on 1 July she headed for California, arriving San Diego the 19th. After training and repairs she cast off on her last Far Eastern cruise, calling at Pearl Harbor and Guam en route to Japan, where she arrived 19 March 1947. In the spring and summer of 1947, *Gendreau* stood patrol duty off the Korean coast, calling at Yokosuka, Japan, 21 May, and thence returning to station. On 1 September she sailed from Japan for Pearl Harbor and San Diego, putting in at the latter port 19 September.

Gendreau decommissioned 13 March 1948 and entered the Pacific Reserve Fleet at San Diego, where she remains.

General A. E. Anderson

Alexander E. Anderson was born 23 November 1889 in New York City and enlisted in the National Guard in 1910. Promoted through the ranks, he rose in 1934 to command the regiment in which he had fought on the Western Front during World War I. In 1938 he was promoted to Brigadier General in the National Guard and commanded the 93d Brigade. At the outbreak of World War II he was appointed Major General and for a time commanded a division overseas. He became commander of the 86th Infantry Division upon its activation 15 December 1942 and died 24 December 1942 at Gainesville, Tex.

(AP–111: dp. 11,450 (lt.); l. 622′7″; b. 75′6″; dr. 25′6″; s. 20.6 k.; cpl. 507; trp. 5,289; a. 4 5″, 16 1.1″, 20 20mm.; cl. *General John Pope;* T. P2–S2–R2)

General A. E. Anderson (AP–111) was launched 2 May 1943 under a Maritime Commission contract by the Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Mrs. George C. Marshall; acquired by the Navy 25 August 1943; placed in partial commission the same day for transfer to Baltimore for conversion to a transport by Maryland Drydock Co.; and placed in full commission at Baltimore 5 October 1943, Cap. W. E. Miller in command.

From 25 October 1943 to 21 March 1944 *General A. E. Anderson* made four round-trip transport voyages out of Norfolk to Casablanca, French Morocco. Underway again 26 March 1944, she returned to North Africa and touched at Gourock, Scotland, before steaming to Bermuda, where British censors and their families embarked for passage to New York. The ship reached New York 7 May, and following a round-trip voyage to Belfast, Ireland, she stood out of Norfolk 29 June for Bombay, where her troops debarked 7 August. *General A. E. Anderson* returned to San Pedro, Calif., 11 September 1944 and subsequently made another long round-trip voyage thence to Bombay via Australia, returning 9 December.

Until the summer of 1945 the busy ship made two roundtrip voyages from San Francisco to Hollandia and Leyte, sailing from Leyte 24 to reach Norfolk 22 July 1945. *General A. E. Anderson* then commenced troop rotation and "Magic-Carpet" duties. From 8 August 1945 to 15 April 1946 she made eight transatlantic voyages to France (Marseilles, Le Havre), England (Southampton), and India (Karachi). Of these active voyages, six were from New York, and one each from Norfolk and Boston. The ship stood out of Norfolk 9 July 1946 for San Francisco, arriving 24 July, and commenced a pattern of troop carrying and supply runs from West Coast ports to China, Japan, the Philippines, and Guam. Assigned to MSTS in October 1949, she continued these duties until war flared again in the Far East when Communist troops crossed the 38th Parallel to invade the Republic of Korea. The Navy moved quickly to bring American force into action to halt and push back the aggressors. *General A. E. Anderson* embarked the men and eqnipment of Marine Air Group 33 at Terminal Island, Calif., and headed for Japan. She reached Kobe 31 July 1950 with these Marine fliers who helped save the day for embattled Korean and American ground forces as they struggled to maintain a foothold at the southern tip of the beleagured Korean peninsula.

Returning to San Francisco in August, she embarked 1,800 men of the 11th Airborne Division and brought them to Moji, Japan, 20 September.

Throughout the remainder of the Korean conflict *General A. E. Anderson* followed her familiar pattern of transport runs from West Coast ports to Japan and Korea as she supported United Nations forces in Korea. Thereafter she continued identical peacetime operations until she decommissioned at Oakland, Calif., 10 November 1958. After being returned to the Maritime Administration she entered the National Defense Reserve Fleet at Suisun Bay, Calif., where she remains.

General A. E. Anderson received one battle star for Korean service.

General A. W. Brewster

Andre Walker Brewster, born 9 December 1862 at Hoboken, N.J., was commissioned 2d Lieutenant of Infantry in January 1885. He served at various posts in the western states until the outbreak of the Spanish-American War. During the Cuban campaign Brewster took part in the siege of Santiago with the 9th Infantry. Later he served with the 9th Regiment in the Battle of Tienstin, and other engagemements in China during the Boxer Rebellion. Brewster was awarded the Medal of Honor for conspicuous gallantry during the Battle of Tientsin 13 July 1900; and, after relative peace had been restored, he served as military attache at Peking. Returning to the United States, Brewster was Inspector General until 1917 when he was assigned to Headquarters, American Expeditionary Force. Following his service in World War I, for which he received the Distinguished Service Medal, he assumed command of the 1st Corps Area, with headquarters in Boston, where he remained until his retirement 9 December 1925. Major General Brewster died at Boston 27 March 1942.

(AP–155: dp. 9,950 (lt.); l. 522′10″; b. 71′6″; dr. 24′; s. 16 k.; cpl. 356; trp. 3,823 a. 4 5″, 4 40mm., 16 20mm.; cl. *General G. O. Squier;* T.C4–S–A1)

General A. W. Brewster (AP–155) was laid down 16 October 1944 under Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif.; launched 21 January 1945; sponsored by Mrs. Bert Hotchkiss; acquired and commissioned 23 April 1945, Comdr. E. E. Hahn, USCG, in command.

After shakedown out of San Diego, the transport sailed 28 May from San Pedro. Transiting the Panama Canal, she arrived Avonmouth, England, 20 June and embarked troops for Pacific ports. Sailing westward, *General A. W. Brewster* passed through the canal again and arrived Humboldt Bay, New Guinea, 27 July 1945. She then sailed to the Philippines, remaining there until after the capitulation of Japan. The ship embarked veterans and returned to San Francisco 1 September.

General A. W. Brewster made three additional voyages to the Far East in the immediate postwar period, bringing home thousands of servicemen. She decommissioned at San Francisco 10 April 1946 and was transferred to the Maritime Commission and later to Army Transportation Service for Pacific duty.

The ship was reacquired by the Navy 1 March 1950 and sailed for the Military Sea Transportation Service with a civilian crew. *General A. W. Brewster* made many voyages to Korea and Japan during the next 3 years,

carrying more than 67,000 troops. In 1954 the ship was diverted to the coast of Indochina for Operation "Passage to Freedom." During September and November *General A. W. Brewster* and other navy ships brought thousands of freedom-loving refugees out of the northern sector of Vietnam as that unfortunate country was partitioned. Returning to San Francisco after this striking demonstration of the mobility of the American Navy's warships and logistic support units, the transport was placed in Reduced Operational Status in December 1954, and was returned to the Maritime Administration 26 July 1955. *General A. W. Brewster* was placed in the National Defense Reserve Fleet, Suisun Bay, Calif., where she remains.

General A. W. Greely

Adolphus Washington Greely, born 27 March 1844 in Newburyport, Mass., enlisted as a private in the 19th Massachusetts Infantry 26 July 1861 and participated in numerous battles throughout the Civil War. Appointed Second Lieutenant in 1867, between 1871 and 1881 he served in Texas and in Montana and Dakota Territories, where he helped construct 2,000 miles of telegraph lines. A pioneer in polar exploration, he studied Arctic weather and climate, and from 1881 to 1884 led an ill-fated expedition during the establishment of a chain of circumpolar research stations. In 1882 his party pushed farther northward than any previous expedition; but, suffering great hardships, only seven men, including Greely, survived the ordeal. From 1887 until 1906 he served as Chief Signal Officer and administered the Weather Bureau and Signal Corps. During the Spanish-American War he supervised the construction of more than 25,000 miles of telegraph lines in Cuba, Puerto Rico, China, and the Philippine Islands. Also a pioneer in the use of wireless communications, he established several radio stations in Alaska. Promoted to Major General 10 February 1906, he commanded military relief operations following the San Francisco Earthquake 18 to 19 April. General Greely retired 27 March 1908 and died in Washington, D.C., 20 October 1935. By special legislation of Congress, he was awarded the Medal of Honor 21 March 1935 for his life of splendid public service.

(AP–141: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 26'6"; s. 17 k.; cpl. 356; trp. 3,823; a. 4 5", 4 40mm., 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General A. W. Greely (AP–141) was laid down under Maritime Commission contract 18 July 1944 by Kaiser Co., Inc., Yard 3, Richmond, Calif.; launched 5 November 1944; sponsored by Mrs. Clarke Wayland; acquired by the Navy 22 March 1945; and commissioned the same day, Comdr. George W. Stedman, Jr., in command.

After shakedown, *General A. W. Greely* embarked 2,923 troops and civilians and departed San Pedro 16 April for Australia. She reached Melbourne 4 May, then sailed the next day for Fremantle and India, arriving Calcutta 20 May. After embarking homebound troops, she departed the 28th; steamed via Ceylon and Suez; and arrived Newport News, Va., 22 June. From 28 June to 7 July she sailed to Le Havre, France, where she embarked 3,000 troops before returning to New York 18 July. Between 28 July and 6 December she completed two round-trip voyages from New York to Calcutta, transporting occupation troops, mail, and cargo; and returning homebound veterans to the United States. Departing New York 14 December, she reached Karachi, India, 4 January 1946 and embarked additional returning veterans. She sailed 6 January for the West Coast; and, steaming via Ceylon, Singapore, and the Philippines, she arrived Seattle 2 February. She decommissioned at San Francisco 29 March and was transferred to WSA the same day for use as a transport in the Army Transportation Service.

Reacquired by the Navy 1 March 1950, *General A. W. Greely* was assigned to MSTS under a civilian crew. She departed Seattle 5 August and carried troops to the Far East in support of the effort to repel Communist aggression in Korea. Operating out of Seattle, during the next nine months she made four round-trip voyages to Japan, Korea, and Okinawa. Returning to Seattle 3 May 1951, she then sailed 24 May for duty in the Atlantic.

Operating out of New York, between 10 October and 22 February 1953 *General A. W. Greely* completed numerous transatlantic runs to Bremerhaven, Germany, and La Pallice, France. While en route to Bremerhaven in January 1952, she rescued survivors from the stricken merchantman, *Flying Enterprise.* Placed in reduced operational status from 17 April until 5 June 1953, she departed Norfolk 16 June for Thule, Greenland. Arriving 3 July, she served until 30 September as barracks ship during Operation "Blue Jay," the construction of Thule Air Force Base. She returned to New York 9 October; steamed to Bremerhaven and back between 10 November and 4 December; and was again placed in reduced operational status from 9 December until 19 July 1954.

General A. W. Greely departed New York 27 July, bound for the Pacific. Arriving San Francisco 11 August, she sailed for the Far East 7 September and operated in Korean and Japanese waters before returning to San Francisco via Adak, Alaska, 10 October. She steamed to Portland, Oreg., 27 October; entered the Pacific Reserve Fleet at San Diego in March 1955; and was transferred to the National Defense Reserve Fleet at Olympia, Wash., 29 August 1959 where she remains.

General Alava

A former name retained.

(AG–5: dp. 1,390; lbp. 212'6"; b. 28'3"; dr. 13'; s. 10.5 k.; cpl. 76; a. 1 6-pdr., 2 3-pdrs.)

General Alava was built in 1895 by A. McMillan & Sons, Dumbarton, Scotland; captured during the Spanish-American War; transferred from the War Department to the Navy 21 February 1900; commissioned at Cavite, P.I., 9 March 1900, Lt. Comdr. C. E. Fox in command.

General Alava served in the Philippines as a transport and lighthouse tender. She transported marines between various garrisons in the Philippines, making a voyage to Guam November 1900 to return survivors of *Yosemite,* lost at sea during a typhoon, to Cavite. Following a tour of the Archipelago with the Army Board for selection of a leper colony site, she carried a Naval Observatory party to Pendang, Sumatra, to observe a partial eclipse of the sun 16 May 1901. During 3–26 September 1901, she cruised with Read Admiral C. C. Remey on inspection of the southern islands. She carried Governor William Howard Taft from Manila to Singapore and back, 5–22 August 1902. The transport again sailed from Manila 29 October, transporting a Forestry Commission to the southern islands, Northern Luzon, Formosa and Nagasaki, Japan. She returned to Subic Bay 30 December and decommissioned at Cavite 24 January 1903.

General Alava recommissioned 11 June 1904 for transport service between the islands until May 1905 when she departed for the coast of China. She returned to Cavite from Shanghai 21 November 1905 and decommissioned 26 February 1906.

General Alava recommissioned 18 December 1906. She was largely used to carry passengers between Cavite and Olongapo until February 1925. This service was interrupted (May–November 1919) by a cruise to Batavia, Saigon, and Celebes to show the flag. With the assignment of hull classification and numbers to ships in 1920, she was designated a miscellaneous auxiliary (AG–5). The transport departed Manila 18 February 1925 once again to show the flag at Batavia and Saigon and to proceed via Hong Kong to Shanghai, arriving 24 April.

For the next 2 years *General Alava* carried passengers between Chinese ports, twice returning to the Philippines for brief visits. In several inspection cruises from

Shanghai, she carried the Asiatic Fleet Commander to such ports as Dairen, Chefoo, Tsingtao, Tientsin, and Chinwangtao. On 24 August 1927 she became receiving ship at Shanghai for transient officers of the Yangtze Patrol and from time to time made inspection trips along the river. She returned from her last cruise on the river to Nanking 3 June 1929 and decommissioned at Shanghai 28 June 1929. Her hulk was used as a target during gunnery practice off the Asiatic coast and sunk 17 July 1929.

General Alexander M. Patch

A former name retained. Alexander McCarrell Patch, Jr., born 23 November 1889 at Fort Huachuca, Ariz., graduated from the U.S. Military Academy 12 June 1913 and was commissioned Second Lieutenant in the Infantry. Prior to World War I, he served in Texas and Arizona; and from June 1917 until May 1919 he joined the 18th Infantry in France participating in the Aisne-Marne, St. Mihel, and Meuse-Argonne Offensives. During the next 20 years he was stationed at various posts in the United States. Assigned to the 47th Infantry at Fort Bragg, N.C., in August 1940, he was promoted to Brigadier General 4 August 1941. Following the Japanese attack on Pearl Harbor, he assumed command of Allied forces in New Caledonia 12 March 1942, and on 8 December he relieved General Vandegrift, USMC, on Guadalcanal and took command of composite American forces operating against the Japanese in the Solomon Islands. He returned to the United States in April 1943 and assumed command of the IV Corps. In March 1944 he was designated Commanding General of the 7th Army in Sicily. Promoted to Lieutenant General 7 August 1944, he served with the 7th Army in France. He then took command of the 4th Army in July 1945 and died 21 November while on duty at Fort Sam Houston, Tex.

Admiral R. E. Coontz (AP–122) (*q.v.*) was reacquired by the Navy from the Army Transport Service as *General Alexander M. Patch* 1 March 1950 and assigned to MSTS. Manned by a civilian crew, she operated out of New York to Bremerhaven, Germany, and Southampton, England, during the next 5 years, rotating troops, transporting military dependents, and carrying European refugees to the United States. During October and November 1956 she steamed to the Mediterranean where she supported peace-keeping operations of the mighty 6th Fleet.

Returning to New York 15 November, she resumed transatlantic service to Bremerhaven. From 1956 to 1965 she completed more than 120 voyages to Bremerhaven and back. She also deployed to the Mediterranean six more times, and, during political crises in Jordan and Lebanon, she supported counteractions by the 6th Fleet.

In response to Communist infiltration and aggression in South Vietnam, *General Alexander M. Patch* departed New York 15 August 1965 for the Far East. Sailing via Charleston, S.C., and Long Beach, Calif., she carried troops and supplies to bolster American military aid for strife-torn South Vietnam. Arriving Qui Nhon 16 September, she steamed via Cam Ranh Bay to Vung Tau before departing the 22d for the United States. She arrived San Francisco 2 October, and from 20 October to 9 November she again sailed to Vung Tau with men and military supplies. From South Vietnam she sailed via Penang, Malaysia; the Suez Canal; and Bremerhaven, Germany, to New York, arrived 15 December.

Following seven transatlantic voyages to Bremerhaven and back, *General Alexander M. Patch* resumed troop transport duty to South Vietnam. After embarking troops at Boston, she sailed 15 July 1966 and arrived Vung Tau 13 August. She departed the next day via Yokosuka, Japan, for Pusan, South Korea, where she arrived 26 August. There she embarked South Korean soldiers and sailed for Nha Trang 30 August, arriving 7 September. She continued to transport troops and supplies supporting the effort to repel Communist aggression in South Vietnam until heading home 31 December. She reached New York, via Suez and Gibraltar, late in January 1967 and was placed in ready reserve status while preparing for future service.

General Arnold

Benedict Arnold was born in Norwich, Conn., 14 January 1741. At the beginning of the Revolutionary War, he served in the Connecticut Militia, captured Fort Ticonderoga in 1775, and was promoted to Brigadier General in 1776. After he played an important part in the pivotal battle of Saratoga in 1777, Arnold was promoted again to Major General. In 1780, while commanding West Point, he became disgruntled with the patriot cause and conspired to turn over his fort to the British. His complicity discovered, Arnold fled, and soon became a Brigadier in the British Army. He led raids on Virginia and Connecticut during the remainder of the war, and afterward retired to Canada. General Arnold died in London, England, 14 June 1801.

(Sch)

During 1776, the Marine Committee of Congress and its agents purchased a number of small craft, among them a ship named *General Arnold*. This small schooner was a packet used by the Congress to carry dispatches, etc., to Europe. She was in service at the end of 1778 when she returned to Boston from Bordeaux. She was commanded by John Ayers of Massachusetts and the Continental Navy.

General Bragg

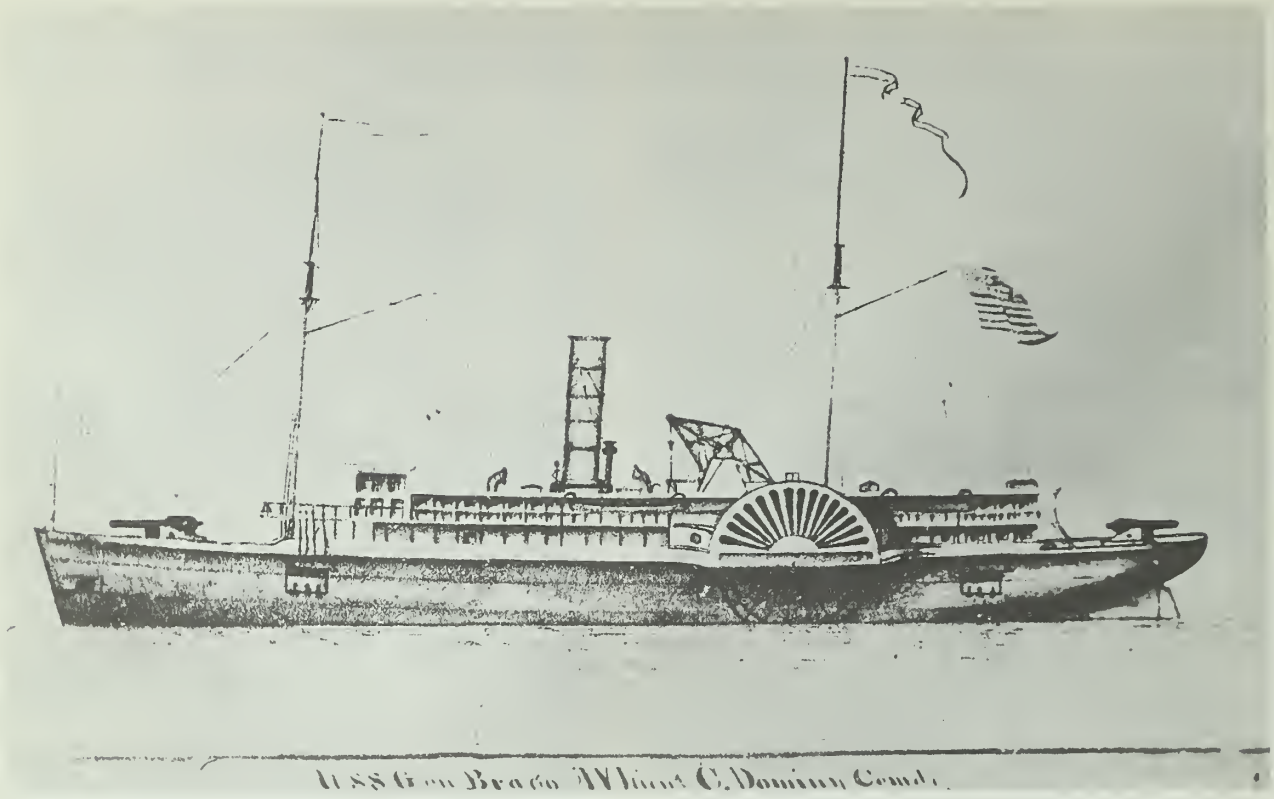
General Braxton Bragg was born in 1817 in Warrentown, N.C., and graduated from West Point in 1837. After action in the Seminole War, he served with distinction in the Mexican War, especially at Buena Vista 3 February 1847 when his field artillery broke the Mexican attack. He resigned in 1856 and became a plantation owner in Louisiana until commissioned a Brigadier General in the Confederate States Army 23 February 1861. He assisted General Johnston in the reorganization of his army; was promoted to General for bravery at Shiloh; and relieved General Beauregard as Commander of the Army of Tennessee 27 June 1862. After seeing action at Perryville, Stone River, Chickamauga, and Chattanooga, he was relieved by General Johnston 2 December 1863. As military adviser to Jefferson Davis, he was captured with the President 9 May 1865. After the war he practiced as a civil engineer until his death at Galveston 27 September 1876.

(SStr: t. 1,043; l. 208′; b. 32′8″; dph. 15′; dr. 12′; s. 10 k.; a. 1 30-pdr., 1 32-pdr., 1 12-pdr.)

General Bragg, originally river steamer *Mexico*, was built in New York City in 1851. Owned by the Southern Steamship Co. she was impressed for Confederate service as CSS *General Bragg* at New Orleans 15 January 1862 (see "Confederate Appendix," Vol. II). She was captured by the Union's Western Flotilla in an engagement near Memphis, Tenn., 6 June 1862, and transferred to the War Department 30 September 1862. Her first Commanding Officer was Lt. Joshua Bishop.

General Bragg was fitted out at Cairo, Ill., departing 9 July 1862 for Helena, Ark. She sailed 16 August 1862 as part of an escort to steamer *Iatan* carrying 500 troops to the mouth of the Yazoo for reconnaissance of Confederate batteries and guerrilla parties. For the next 15 months, except for periods of repair at Memphis, she patrolled the river from Helena to the mouth of the Yazoo River, where she guarded against Confederate movements toward Vicksburg.

With the fall of Vicksburg in July 1863, *General Bragg* remained in the vicinity until her departure 13 December, for her new station at the mouth of the Red River. Dur-



USS *General Bragg*—this Cottonclad Side-wheel Ram served under both flags.

ing the spring of 1864, it was her duty to guard the mouth of the river in support of the joint expedition against Shreveport on the Red. She began patrolling the river again, and 15 June engaged a Confederate battery with *Naiad* near Tunica Bend, La. For a time the ships got the worst of the action amid a hail of shot and musketry, but eventually drove off the Confederates with the help of *Winnebago*. *General Bragg* was disabled in the action.

The remaiuder of *General Bragg*'s career was spent patrolling the Mississippi from the mouth of the Red River to Natchez, Miss. Infrequently she cruised as far south as Batou Rouge and New Orleans. The ship returned to Mound City, Ill., 2 July 1865, and decommissioned at Cairo 24 July 1965. Sold 1 September 1865, she was redocumented *Mexico*.

General Burnside

General Ambrose Everett Burnside, U.S. Army, was born 1824 at Liberty, Ind. He graduated from West Point in 1847. In the Civil War he commanded a brigade in the First Battle of Bull Run; led troops in Army-Navy expeditions against Roanoke Island, New Bern, Beaufort, and Fort Macon. He next commanded the Army of the Potomac through the Battle of Fredricksburg. After that defeat, he was replaced by General Hooker. Thereafter, he was commander of the Department of Ohio (March–December 1963). He occupied East Tennessee, took Knoxville, and repulsed Longstreet's attempt to recapture the town. In 1864 he served under Meade and Grant in Virginia. General Burnside was governor of Rhode Island (1866–68). From 1875 to his death in 1881, he served in the United States Senate.

(SwGbt: t. 201; l. 171′; b. 26′; dph. 4′9″; a. 2 20-pdrs., 3 24-pdrs. how.)

General Burnside, built in 1862 at Wilmington, Del., was sold to the War Department 1863; chartered by the Navy; commissioned 8 August 1864 at Bridgeport, Ala., Acting Volunteer Lt. H. A. Glassford in command.

General Burnside became flagship of the upper Tennessee River Fleet, Mississippi Squadrou, 15 October 1864. Based at Bridgeport, she patrolled the river to Whitesburg, Decatur, and Chattanooga. On 27 December 1864 she helped repulse Confederate attacks at Decatur. She was hulled several times while exchanging gunfire with Confederate sharpshooters. This gunboat action in concert with Union land forces brought about the evacuation of Decatur by the Confederates and left the upper Tennessee region under firm Union control. The gunboat continued river patrol until 1 June 1865 when she was returned to the War Department at Bridgeport, Ala.

General C. C. Ballou

Charles Clarendon Ballou was born 13 June 1862 at Orange, N.Y., and graduated from the Military Academy in 1886. Entering the Infantry, Ballou served at various posts in the United States until the outbreak of the Spanish-American War, when he was commissioned Major in the 7th Illinois Volunteer Infantry. He fought in the Philippines during the ensuing insurrection and was awarded the Silver Star. Following Quartermaster duty in the United States after the war, and another assignment in the Philippines, Ballou comuanded the 92d Division in France during World War I. His postwar service included regimental command at Fort George Wright, Wash., 1920–23. Major General Ballou died 23 July 1928 at Spokane, Wash.

(AP–157: dp. 9,950 (lt.); l. 522′10″; b. 71′6″; dr. 24′; s. 16 k.; cpl. 356; trp. 3,823; a. 4 5″, 4 40mm., 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General C. C. Ballou (AP–157) was launched 7 March 1945 under Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. Harry

J. Bernat; acquired by the Navy 20 May 1945; and commissioned 30 June 1945, Comdr. M. D. MacGregor in command.

Following shakedown off San Diego, *General C. C. Ballou* departed San Pedro 29 July 1945 for France via the Panama Canal. She arrived Marseilles after the Japanese surrender, and sailed with returning veterans 23 August bound for Hampton Roads. Then after two round-trip voyages to India and back to New York with returning soldiers and sailors, the ship sailed 13 January 1946 for a voyage that was to take her around the world visiting Calcutta, Manila, and other ports before mooring at San Francisco 8 March with over 3,000 troops. *General C. C. Ballou* completed her voyage by transiting the Panama Canal, arriving New York via San Juan 1 May. The transport decommissioned at Hoboken, N.J., 17 May, was returned to the Maritime Commission, and eventually served as a transport for Army Transportation Service.

General C. C. Ballou was reacquired by the Navy 1 March 1950 for MSTS and for nearly 2 years sailed between Europe and the United States with refugees seeking freedom and security. Beginning in 1952 the ship began transporting troops from the West Coast to Korea to aid in the effort to repel Communist aggression there. Following the armistice, *General C. C. Ballou* continued to sail to Japan and Korea on troop rotation duty. She was placed out of service in September 1954 and placed in reserve at Orange, Tex. Later delivered to the Maritime Commission National Defense Reserve Fleet at Beaumont, Tex., she was struck from the Navy List 1 July 1960, and remains in reserve.

General C. C. Ballou received five battle stars for Korean conflict service.

General C. G. Morton

Major General Charles Gould Morton, USA, served in the Philippines in the Spanish-American War and subsequently on the Texas border.

(AP–138: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 26'6"; cpl. 494; trp. 4,766; a. 45", 8 1.1", 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General C. G. Morton (APA–138) was built by the Kaiser Co. of Richmond, Calif., in 1943–44; acquired by the Navy on 18 May 1944; and commissioned 7 July 1944, Comdr. S. K. Hall in command.

After shakedown out of San Pedro, California, she stood out independently for Guadalcanal, Solomon Islands, on 1 August, arriving 16 days later and loading homeward-bound troops. On 20 August she got underway arrived San Francisco 3 September, sailed on to San Diego and departed there 16 September for the Russell Islands in the Solomons. Embarking troops, she proceeded to Espiritu Santo, New Hebrides, and thence to Noumea, New Caledonia, before putting in at San Francisco 24 October.

General C. G. Morton steamed to San Diego and departed with a convoy 10 November, calling at Pearl Harbor 6 days later and reaching Guadalcanal 29 November. On 3 December she sailed for San Francisco via New Guinea, Manus Island, and Noumea, arriving on the last day of 1944. After loading passengers at Long Beach, Calif., *General C. G. Morton* stood out 11 January 1945 bound for Calcutta, India, via Melbourne, Australia; she reached Melbourne 1 February and called at Calcutta 19 days later. Returning via Melbourne, Manus, Ulithi, Tinian, and Saipan, the transport arrived at San Francisco 25 April, only to get underway again 5 May for the Southwest Pacific, Hollandia, New Guinea, Leyte, and Manila, P.I., were ports of call. *General C. G. Morton* touched at San Francisco 5 July before sailing 3 days later for the east coast. She transited the Panama Canal 17 July and put in at Boston 6 days later.

Following drydocking, the busy ship departed 12 August for France, touching at Marseille 22 August and returning to Newport News, Va., 2 September 1945. On her next voyage, the transport sailed via the Suez Canal to Karachi, India, and returned by the same route to New York. In early January 1946 *General C. G. Morton* repeated this trip, but sailed around the world calling at Singapore and Manila before docking at San Francisco in early March 1946.

General C. G. Morton was delivered to the War Department for use by the Army in May 1946. She was reinstated on the Navy List in March 1950 and assigned to MSTS Reserve. She was struck from the Navy List 29 May 1958.

General C. G. Morton received three battle stars for Korean conflict service.

General C. H. Muir

Charles Henry Muir was born 18 July 1860 at Erie, Mich., and graduated from the Military Academy in 1885. Following duty at various posts in the United States, including service in the Indian Wars, he took part in the capture of Santiago during the Spanish-American War and fought in the Philippines during the insurrection which followed. Muir was also a member of the China Relief Expedition of 1901. Staff duty and service in the Philippines followed; and, with America's entrance into World War I, he was given command of the 28th Division. Muir was awarded the Distinguished Service Medal for his service during the Meuse-Argonne Offensive. After his return to the United States, Muir served on the General Staff and as Post Commander of various Army installations. Major General Muir retired in 1924 and died 8 December 1933 at Baltimore, Md.

(AP–142: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 3,828; a. 4 5", 4 40mm., 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General C. H. Muir (AP–142) was launched 24 November 1944 under Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. John H. Deasy; acquired and commissioned 12 April 1945 at Portland, Captain J. D. Conway in command.

Following shakedown off San Diego, *General C. H. Muir* departed 13 May from San Francisco for her first troop-carrying voyage to the war zones of the Pacific. The ship brought troops to Pearl Harbor, Eniwetok, Ulithi, and Leyte; served briefly as a receiving ship in the Philippines; and returned to New York via the Panama Canal 14 August 1945. The long Pacific war over, *General C. H. Muir* sailed 3 September to pick up returning veterans at Mediterranean and Indian Ocean ports. She arrived New York 1 November, and then, retracing her steps to bring home another full contingent of troops, she finally returned New York 9 January 1946. The ship made three subsequent voyages, one to New Orleans and two to Europe, before decommissioning at Baltimore 18 June 1946. She was returned to the Maritime Commission on that day and turned over to the Army Transportation Service.

Reacquired by the Navy 1 March 1950, *General C. H. Muir* began operations under MSTS. For 2 years she supported American forces in Europe, and on eastward crossings brought back to the United States thousands of refugees under the International Refugee Organization. In late 1952 the ship sailed from New York through the Mediterranean and thence through the Suez Canal to Korea, bringing reinforcements to our fighting men who were struggling to thwart Communist aggression against that country. She made another long rotation voyage, stopping at many European and Asian ports before being placed in Reduced Operational Status at New York 30 September 1953. In August 1954 *General C. H. Muir* steamed through the Panama Canal to San Francisco and sailed once more to Korea with replacement troops. Upon her return the ship was placed in the Pacific Reserve Fleet at San Diego, Calif., 7 February 1955. She was returned to the Maritime Administration in 1960. She entered the National Defense Reserve Fleet 30 June, and at present is berthed at Suisun Bay, Calif.

General C. H. Muir received two battle stars for Korean War service.

General D. E. Aultman

Dwight Edward Aultman, born 2 February 1872 at Allegheny, Pa., graduated from the Military Academy in 1894 and was commissioned 2d Lieutenant, Field Artillery. During the Spanish-American War, he fought in the Battle of San Juan Hill and at the siege of Santiago Aultman served at various posts until World War I when he was an artillery commander in France, participating in the Aisne-Marne and St. Mihiel offensives. He received the Distinguished Service Medal, and returned to the United States in 1919 as Commanding General, Camp Knox, Ky.

Brigadier General Aultman's last command was the Field Artillery School, Fort Sill, Okla. He died 12 December 1929 at Washington, D.C.

(AP–156: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 3,823; a. 4 5", 4 40mm., 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General D. E. Aultman (AP–156) was launched 18 February 1945 under Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. Alma H. Aultman, widow of General Aultman; acquired by the Navy and commissioned 20 May 1945, Captain S. P. Swicegood, USCG, in command.

After shakedown out of San Diego, *General D. E. Aultman* got underway 30 June bound for France. She transited the Panama Canal and arrived Marseilles 24 July, embarking troops, nurses, and Red Cross workers for the Pacific theater. The transport sailed 26 July via the Panama Canal and found herself 1 day out of Balboa bound for New Guinea when the Japanese capitulated 15 August.

General D. E. Aultman arrived Humboldt Bay, New Guinea 4 September, and carried troops to Manila before returning to Portland 11 October 1945. She was then assigned to the "Magic-Carpet" fleet, contributing her important part to the gigantic task of returning the hundred of thousands of Pacific veterans. She made two "Magic-Carpet" voyages to the Far East before decommissioning at San Francisco 15 March 1946. She was returned to the Maritime Commission for transfer to the Army Transportation Service, serving in the Pacific.

Reacquired by the Navy 1 March 1950, *General D. E. Aultman* joined the MSTS with a civil service crew and resumed her support of American posts in the Pacific. After the outbreak of the Korean War in June 1950, the transport began the vital job of transporting troops to that strategic country. The veteran ship sailed to the western Pacific until she was returned to the Maritime Commission 4 June 1958. She entered the National Defense Reserve Fleet, Suisun Bay, Calif., where she remains.

General Daniel I. Sultan

A former name retained. Daniel Isom Sultan, born 9 December 1885 at Oxford, Miss., graduated from the U.S. Military Academy in 1907 and was commissioned Second Lieutenant in the Corps of Engineers. Prior to World War I, he served in the Philippine Islands and was in charge of the construction of fortifications on Corregidor. In 1918 he was assigned to the War Department General Staff in France. From 1929 to 1931, he commanded troops during a survey of the proposed Inter-Ocean Canal route through Nicaragua; and, from 1934 to 1938, he presided as a Commissioner of the District of Columbia. Promoted to Brigadier General 8 July 1939, he was in command of the 38th Infantry Division at the beginning of World War II. Following his command of the VIII Corps, he was ordered to the China-Burma-India Theater in 1943 to act as Deputy Commander under General Joseph Stilwell. He was promoted to Lieutenant General 2 September 1944 and on 24 October became Commander of the Burma-India Theater. Returning to the United States 26 June 1945, he was appointed Inspector General of the Army 14 July. General Sultan died 14 January 1947 at Washington, D.C., while on active duty.

Admiral W. S. Benson (AP–120) (*q.v.*) was reacquired by the Navy from the Army Transport Service as *General Daniel I. Sultan* 1 March 1950 and assigned to MSTS. Manned by a civilian crew, she operated in the Pacific out of San Francisco. From 1950 to 1953 she steamed to the Western Pacific in support of the effort to repel Communist aggression in Korea. She made more than 20 round-trip voyages to the Far East and carried men and supplies to American bases in Japan, Okinawa, Guam, Formosa, and the Philippine Islands. Following the end of hostilities in Korea, she continued supply and troop-lift runs to the troubled Far East. During the next 13 years, she completed more than 100 deployments to the Western Pacific while supporting peace-keeping operations by American forces.

In response to America's determination to defend the independence and integrity of South Vietnam from external Communist aggression, *General Daniel I. Sultan* departed San Francisco for Southeast Asia 2 August 1965. Steaming via Japan, she embarked troops at Okinawa and reached Da Nang, South Vietnam, 28 August. She returned to San Francisco 11 September and during the remainder of 1965 completed two more round-trip voyages to Qui Nhon and Vung Tau, South Vietnam. In the first 7 months of 1966 she made four runs to Japan, Okinawa, Taiwan, and the Philippines. She operated in the Western Pacific, supporting the forces of freedom in the Far East, until arriving San Francisco late in December 1966. Early in 1967 she was placed in ready reserve status.

General Daniel I. Sultan received two battle stars for Korean war service.

General Douglas MacArthur, see *YP–479*

General E. T. Collins

Edgar Thomas Collins, born 7 March 1873 at Williamsport, Pa., graduated from the Military Academy in 1897. In the Spanish-American war he fought with the 1st Brigade in the battles of El Caney and San Juan Hill, and during the siege of Santiago. In the years that followed Collins served at various American and foreign posts, often as an instructor. He went to France in 1917 as an observer on the British and French fronts and returned in 1918 to become Chief of Staff, 85th Division. Later Collins rose to the post of Chief of Staff, 6th Corps, and was awarded the Distinguished Service Medal. Following the war, staff and infantry-instructor assignments led to his commanding the Infantry School, Fort Benning, Ga., in 1926. Retired as Assistant Chief of Staff 31 May 1932, Major General Collins died 10 February 1933 at Washington, D.C.

(AP–147: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 2,173 a. 4 5", 8 1.1", 16 20 mm.; cl. *General G. O Squier;* T. C4–S–A1)

General E. T. Collins (AP–147) was launched 22 January 1944 under Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. Allison J. Barnet; acquired by the Navy and commissioned 20 July 1944, Comdr. E. J. Milner in command.

Following shakedown training out of San Diego, *General E. T. Collins* departed 14 August 1944 with over 3,000 troops for the Pacific fighting, as America's island campaign increased in momentum. The ship debarked troops at Pearl Harbor, Eniwetok, Saipan, Guam, and Kwajalein before returning to San Francisco 15 October 1944. After a round-trip voyage to Pearl Harbor with additional troops, *General E. T. Collins* sailed once more 22 December bound for the islands of Micronesia. She carried troops to Eniwetok, Saipan, and Guam to support

amphibious operations in the Pacific before returning to Seattle 7 February 1945.

General E. T. Collins returned to the western Pacific in April and for the remainder of the war operated out of Fremantle, Australia, carrying troops to the Pacific islands and India. Following the Japanese surrender, the ship arrived San Pedro 22 September with returning veterans, and joined the "Magic-Carpet" fleet in the giant task of bringing home the thousands of troops from the Pacific islands. She made four such voyages in the months to come, stopping at Yokohama and Manila, and arrived San Francisco after the last passage 14 May 1946. *General E. T. Collins* decommissioned there 17 June 1946 and was turned over to the Maritime Commission for transfer to the Army Transportation Service.

The veteran transport was reacquired by the Navy 1 March 1950 for use by the MSTS with a civil service crew. At the outbreak of the war in Korea, the ship began transporting American troops to that stricken land for the struggle to thwart Communist aggression. She was at Pusan 12 December 1950 when orders came to sail to Hungnam for the famous evacuation of U.N. troops from that port. *General E. T. Collins* arrived 14 December and, under an umbrella of naval gunfire provided by *Missouri* and other ships, took on more than 6,000 exhausted troops, three times her troop-carrying capacity. After these fighters were safely debarked at Pusan, the ship returned to Hungnam Christmas Eve to bring out another load of troops to Pusan.

Following this dangerous but successful operation, the transport resumed her vital troop carrying duties between the United States and the Far East. She remained on this service until late 1952; when, during October and November, she was part of the support task unit for Operation Ivy, the atomic tests at Eniwetok.

After the Korean armistice *General E. T. Collins* continued to rotate troops in Korea and Japan, keeping strong America's presence in the critical Far East. She arrived San Francisco after her final passage 6 October 1954 and was inactivated. *General E. T. Collins* was returned to the Maritime Administartion 30 June 1960 and was placed in the National Defense Reserve Fleet, Suisun Bay, Calif., where she remains.

General E. T. Collins received five battle stars for Korean War service.

General Edwin D. Patrick

A former name retained. Edwin Daviess Patrick, born 11 January 1894 at Tell City, Ind., entered the Indiana National Guard 11 February 1915 and was commissioned Second Lieutenant in the Infantry 21 March 1917. After duty in Kansas, California, Oklahoma, and North Carolina, he joined the 14th Machine Gun Battalion in France to participate in the St. Mihiel and Meuse-Argonne offensives. Following his return to the United States in July 1919, he was stationed at various posts until May 1926 when he went to Tientsin, China, to serve with the 15th Infantry. He returned to the United States in July 1929 to remain until after the start of World War II. Assigned to the Southwest Pacific in December 1942, he was promoted to Brigadier General 26 April 1943, and in June was appointed Chief of Staff of the 6th Army. Appointed commander of a regimental combat team in May 1944, he participated in the conquest of New Guinea. In September he assumed command of the 6th Infantry, and in January 1945 joined in the battle to liberate Luzon. General Patrick was mortally wounded by Japanese machine gun fire near Mountain Mataba, south of Montalban, Luzon, 14 March 1945.

Admiral C. F. Hughes (AP–124) (*q.v.*) was reacquired by the Navy from the Army Transport Service as *General Edwin D. Patrick* 1 March 1950 and assigned to MSTS. Manned by a civilian crew, she operated in the Pacific out of San Francisco. She carried troops and supplies to American bases in Japan, Korea, Okinawa, the Marianas, and the Philippines to make more than two dozen round-trip voyages to the Far East while supporting the effort to repel the Communist aggression in Korea. After the armistice in Korea, she continued transport operations in the Western Pacific; and between 1953 and 1965 she steamed to the Far East some 110 times to provide American bases with men and supplies.

In response to America's determination to protect the integrity and independence of South Vietnam from continuing Communist aggression, *General Edwin D. Patrick* departed San Francisco for Southeast Asia 16 August 1965. Steaming via Pearl Harbor and Guam, she touched at Manila Bay 4 September and reached Cam Ranh Bay, South Vietnam, 7 September. Proceeding the next day to Vung Tau, she steamed to Yokohama before returning to San Francisco 27 September. Between 1 October and 18 November she completed and deployment to the Far East that sent her to Okinawa and to Da Nang, Qui Nhon, Cam Ranh Bay, and Vung Tau, South Vietnam. During the first 7 months of 1966 she completed five Far East deployments, operated out of ports in South Vietnam, Okinawa, Japan, Korea, and Formosa while supporting the forces of freedom in the Western Pacific. *General Edwin D. Patrick* continued this vital duty until arriving San Francisco on the last day of 1966. After overhaul early in 1967, the transport was placed in ready reserve status.

General Edwin D. Patrick received three battle stars for Korean war service.

General G. M. Randall, see *General George M. Randall*

General G. O. Squier

George Owen Squier was born in Dryden, Mich., 21 March 1865 and graduated from the Military Academy in 1877. After first entering the Army as an artillery officer, Squier joined the Signal Corps, rising to Major by 1903. He commanded cable-ship *Burnside* during the laying of the Philippine cable from 1900 to 1902. He was appointed Chief Signal Officer of the Army 14 February 1917, and was promoted to Major General 6 October. He also served as Chief of the Army Air Service 1916 to 1918. General Squier was the author of numerous articles and papers on technical subjects, and is credited with several important inventions in the fields of radio and electronics. He took part in his later life in several international conferences on communications and attended the 1921 Washington Conference on Naval Limitations for the War Department. General Squier died 24 March 1934.

(AP–130: dp. 17,250; l. 522'10"; b. 71'6"; dr. 26'6"; s. 16.5 k; cpl. 356; trp. 3,823; a. 4 5"; cl. *General G. O. Squier;* T C4–S A1)

General G. O. Squier (AP–130) was launched 11 November 1942 under Maritime Commission contract by the Kaiser Co., Richmond, Calif.; sponsored by Miss Mary Ann Somervell; acquired 30 August 1943 and commissioned 2 October, Captain A. E. Uehlinger in Command.

General G. O. Squier made three round-trip, troop-carrying voyages out of San Francisco from 29 October 1943 to 30 March 1944 to Noumea; Pearl Harbor, Guadalcanal, Wallis Island, Samoa, Noumea, and Honolulu, respectively. Underway again from San Francisco 7 April she brought troops to Noumea and Milne Bay before heading for Norfolk, where she arrived 2 June. On 1 July the ship departed with 3,300 troops for Italy, and debarked them at Naples. Following a voyage thence to Oran and back, *General G. O. Squier* joined Task Force 87 off Naples 13 August in preparation for Operation "Dragoon," the amphibious invasion of Southern France.

Arriving off Cap Camarat 15 August, she debarked her troops into waiting LCI's which put them ashore to become another deadly prong thrust deeply into Hilter's "Heartland." The next day she headed for Oran to bring nearly 3,000 troops back to the Cap Camarat

beachhead on the 30th. *General G. O. Squier* returned to New York 26 September with casualties and prisoners of war embarked at Naples.

From 14 October 1944 to 14 September 1945, she made 10 transatlantic, troop-carrying and rotation voyages: 7 from New York, 2 from Norfolk, and 1 from Boston, to ports in the United Kingdom (Plymouth, Southampton, and Avonmouth) and France (Le Havre and Marseilles). Between 20 September 1945 and 18 June 1946, six other round-trip, "Magic-Carpet" voyages out of New York at war's end brought home veterans from the Far East (Karachi, Calcutta, and Colombo) and Europe (Le Havre, Leghorn, and Bremerhaven). *General G. O. Squier* reached Norfolk 22 June and decommissioned 10 July 1946. Returned to WSA 18 July 1946, she entered the National Defense Reserve Fleet at James River, Va. She was sold to the Bethlehem Steel Corp. 7 April 1964, converted to a general cargo ship, and renamed *Penmar* 27 May 1965.

General G. O. Squier was awarded one battle star for World War II service.

General G. W. Goethals

George Washington Goethals was born in Brooklyn, N.Y. 29 June 1858, and graduated from the Military Academy in 1880. As a Lt. Col. in the Engineer Corps, he was appointed by President Roosevelt in 1907 chief engineer of the Isthmian Canal Commission, and in that position bore virtually the sole responsibility for the successful completion of the Panama Canal project. General Goethals later served as first civil governor of the Panama Canal Zone, and, after retiring in 1916, was called back to duty to direct the supply and transportation system of the U.S. Army during World War I. Major General Goethals died in New York City 21 January 1928.

(Str: dp. 2,783 (n.); l. 367'; b. 48'7"; dr. 27'6"; s. 11 k.; a. none)

General G. W. Goethals was built in 1912 as *Grunewald* by Bremer Vulkan, Vegesack, Germany; taken over by the Cruiser and Transport Force from her owners, the Panama Railroad Steamship Co. of New York. Operated by the Navy under Army account, she commissioned 10 March 1919 at Hoboken, N.J., Lt. Comdr. Edward O. Roberts, USNRF, in command.

General G. W. Goethals spent the bulk of her commissioned service ferrying vital supplies to France and bringing home veterans of the A.E.F. Leaving New York 2 April 1919 for her first transatlantic voyage, she carried supplies to Bordeaux, France, returning 4 May. Subsequently she made two more voyages to Europe with supplies, and brought home nearly 3,000 troops. On 21 August 1919, *General G. W. Goethals* sailed from Charlestou, S.C., carrying supplies to New Orleans, San Cristobal, Panama, and San Juan, P.R., arriving New York 13 September 1919. On the day of her arrival in New York she decommissioned and was turned over to the War Department for return to her owners.

General Gates

General Gates, see *Gates* for biography.

(Brig: a. 18 g.)

General Gates, former British merchant brigantine *Industrious Bee*, was built in 1764 at Bristol, England, for operations by Clapman & Co.; captured 29 August 1777 by Captain John Skimmer in Continental schooner *Lee* while bound from Gibraltar for Newfoundland; purchased 19 December by the Navy Board at Boston; fitted out with 18 guns; and renamed *General Gates*, Captain John Skimmer in command.

General Gates sailed from Marblehead 24 May 1778, joining privateer brigantine *Hawk* off Cape Ann to cruise on the Newfoundland Banks. After capture of ship *Jenny* and brigantines *Thomas* and *Nancy*, the two ships parted company early in August. Thereafter *General Gates* captured schooner *Polly*. On 3 August 1778 she intercepted brigantine *Montague* under Captain Nelson, who defended his ship in an epic engagement of 5 hours. After expending her ammunition, *Montague* resorted to firing "every piece of iron of all kinds that could be rammed into the tube of the cannon," including jack knives, crowbars, and even the captain's speaking tube. A double-headed shot from *General Gates* crashed into Captain Nelson's cabin. Taking it up, Nelson fired it from one of his own guns. "This shot striking a swivel gun on the *State's* brig divided, and one part of it glancing instantly killed the active and brave Captain Skimmer." It was 2 more hours before *Montague* struck her colors and capitulated to *General Gates* with Lt. Dennis in command. *General Gates* returned to Boston Harbor with prizes *Polly* and *Montague* 31 August 1778.

General Gates departed Boston 14 November in company with *Providence* for Nova Scotian waters. She captured schooner *Friendship* off Casco 4 December and 2 days later, parted by a gale from *Providence*, subsequently cruised in West Indian waters. She captured schooner *General Leslie* off Bermuda in the first part of February 1779, then joined *Hazard* at Martinique. Together they captured brigs *Active* 16 March and *Union* the following day.

General Gates returned to Boston harbor 13 April 1779, so unseaworthy from battering gales that her crew, at times, had despaired of ever reaching port. She was ordered sold 2 June 1779. In August she was loaned by the Navy Board to the Deputy Commissary of Prisoners at Boston to convey prisoners to New York. On completion of this mission, she was sold.

General Gorgas, see *General W. C. Gorgas*

General George M. Randall

George Morton Randall, born 8 October 1841 at Conneaut, Ohio, enlisted as a private in the 4th Pennsylvania Volunteer Infantry in the fall of 1861. He served in New York and Washington, and in the field with the Army of Potomac. Brevetted Captain for gallant service in the Battle of Antietam, he was brevetted Lieutenant Colonel, then Colonel for gallantry in the attack on Fort Stedman. Va. After fighting Indians on the southwestern frontier, he served with the Big Horn, Yellowstone, and Powder expeditions against Indians in the Rockies. General Randall subsequently was on duty at New York and Knoxville, Tenn., prior to commanding the Department of Luzon in the Philippines from 1903 to 1905. After further duty at St. Louis, General Randall retired 8 October 1905 and died 14 June 1918 at Denver, Colo.

(AP–115: dp. 11,828 (lt.); l. 622'7"; b. 75'6"; dr. 25'6"; s. 20.6 k.; cpl. 507; trp. 5,289; a. 4 5", 16 1.1", 20 20mm.; cl. *General John Pope;* T. P2–S2–R2)

General George M. Randall (AP–115) was launched 30 January 1944 under a Maritime Commission contract by the Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Mrs. Robert A. Lovett, wife of the Assistant Secretary of War for Air; acquired and simultaneously commissioned 15 April 1944, Capt. Carl C. von Paulsen, USCG, in command.

General George M. Randall sailed from Norfolk 23 May 1944 with nearly 5,000 troops and casuals and put in at Bombay, India, 5 July via Panama and Australia. Underway again 6 days later, she returned to San Pedro, Calif., 12 August to debark over 2,000 wounded veterans. She made two more round-trip voyages from San Pedro to Bombay from 30 August 1944 to 28 February 1945.

Following a round-trip voyage from San Francisco to Ulithi and back, the ship stood out under the Golden Gate 8 June 1945 for Norfolk, arriving 20 June. She sailed from that port for Marseille 8 July. There she embarked

troops for redeployment in the Pacific theater, and offloaded them at Manila before mooring at San Pedro, Calif., 21 September after the war's end.

As part of the "Magic-Carpet" fleet, *General George M. Randall* made six voyages from San Francisco and San Diego to the Far East, calling at Japan, China, Okinawa, and the Philippines. She sailed from Pearl Harbor 1 December 1946 for the east coast; and, after undergoing peacetime alterations at Philadelphia, stood out of that port 2 April 1947. Reaching San Francisco 25 April, the transport began a series of shuttle runs between West Coast ports and the Far East, completing six voyages to Guam, two to China and Japan, and two to Hawaii before she was assigned to MSTS in October 1949.

As an MSTS ship *General George M. Randall* made scheduled runs between the West Coast and the Orient until fighting erupted in Korea in the summer of 1950. She participated in the amphibious assault at Inchon which routed the North Korean Army and forced Communist evacuation of South Korea. After hordes of Chinese Communist troops poured into Korea and trapped American forces, she served in the evacuation of Hungnam, which saved the embattled G.I.'s enabling them to return to the fight. She moored at New York 26 May 1951, and made four voyages from New York to Bremerhaven and Southampton before returning to Yokohama 24 October 1951 via San Francisco.

For the next 3 years this far-ranging ship transported men and equipment across the Pacific between West Coast ports and Japan, Okinawa, and Formoa. In 1955 she shifted operations to the East Coast, arriving New York 8 April 1955 for shuttle runs from New York to Bremerhaven, insuring the continuous flow of troops, dependents, and supplies to American forces in Europe. During first 3 months of 1957 she cruised the Caribbean, calling at Puerto Rico, Cuba, and Jamaica before resuming her North Atlantic transport runs out of New York 15 April.

These varied duties were highlighted by *General George M. Randall*'s role in the 1958 Lebanon crises. Embarking 1,255 troops of the 35th Tank Battalion at Bremerhaven, and 1,001 other at La Pallice, France, she put them ashore at Beirut, Lebanon, the morning of 3 August 1958, helping to stabilize that strategic country in this swift followup by sea of the 6th Fleet's powerful and effective action with carrier planes, surface warships, and amphibious landing of marines. *General George M. Randall* then returned to New York, arriving 16 August.

Returning to her New York-Bremerton schedule, *General George M. Randall* visited Spain, Turkey, Greece, and Italy in 1959, and called at ports in Iceland and the Caribbean Islands during the next year as well. On her last voyage, she cast off from Rota, Spain, and moored at New York 13 May 1961. *General George M. Randall* steamed thence to Bayonne, N.J., where she decommissioned 2 June 1961; she was towed to Norfolk 12 June to join the Maritime Administration National Defense Reserve Fleet 16 August, and is now berthed on James River, Va.

General Grant

Ulysses S. Grant, victorious commander of the Union Army during the Civil War, and 18th President of the United States, was born 1822 at Point Pleasant, Ohio. He graduated from West Point in 1843; served under Taylor and Scott in the Mexican War; resigned his commission 1854. On the outbreak of Civil War he was commissioned Colonel of the 21st Illinois Volunteer Infantry, later Major General of Volunteers. His wise use of power afloat in combined operations, commencing with the occupation of Paducah, Ky., won impressive victories at Fort Henry, Fort Donelson, Shiloh, Vicksburg, and Chattanooga. His determination to win prompted Lincoln to appoint him supreme commander of the Union forces. His relentless campaign against Richmond, in which he continued to take full advantage of the North's control of the sea, forced Lee to surrender at Appomattox. In 1867 Grant received an interim appointment as Secretary of War. In 1868 he was elected to his first of two terms as President. He devoted his later years to the writing of his "memoirs," which were published in 1885, the year of his death.

(SwGbt.: t. 201; l. 171'; b. 26'; dph. 4'9"; a. 2 30-pdrs., 2 24-pdr. how.)

General Grant was built in 1863 at Monongahela, Pa.; purchased by the War Department; chartered by the Navy and commissioned at Bridgeport, Ala., 20 July 1864, Acting Ens. Joseph Watson in command.

General Grant constantly patrolled the upper Tennessee River from Bridgeport until close of the Civil War, fighting guerrillas and aiding the army in clearing Confederate troops from the region. In October 1964 she destroyed 22 small boats off Port Deposit and Crow Island. On 25 November she assisted in taking up pontoon bridges under guns of Confederate sharpshooters at Decatur, Ala. She hurled 52 shells into that town 12 December 1864 and joined *General Thomas* 15 January 1865 in the destructive bombardment of Guntersville, Ala. She decommissioned and was returned to the War Department 2 June 1865. She was lost when stranded in ice 18 March 1866 at Plattsmouth, Nebr.

General Greene

General Nathanæl Greene, born in Warwick, R.I., 7 August 1742, was elected to the colonial assembly in 1770 and became a strong champion of colonial liberty and an early advocate of independence. He commanded the militia during the siege of Boston; and served with Washington at Trenton, Brandywine, Germantown, and Valley Forge. He rendered outstanding service as Quartermaster General (1778–80), then took command of southern forces in the Carolinas campaign. By cunning strategy, he divided the forces under Cornwallis and turned the tide in the Carolinas. In this feat he was aided by his lieutenants, notably Daniel Morgan, Light-Horse Harry Lee, and partisan bands under Francis Marion, Thomas Sumter and Andrew Pickens. When he sold his estates to honor personal notes given to secure supplies for the Continental Army, the grateful people of Georgia voted to give him a plantation.

I

(RC: t. 98; cpl. 45; a. 10 guns)

The first *General Greene* was a revenue cutter built by William Price at Baltimore, Md., in 1797. She was fitted out at Philadelphia in the summer of 1798 to operate under orders of the Navy during the quasi-war with France. Commanded by Captain George Price, USRCS, she first searched for armed French ships between Cape Henry and Long Island Sound. Sailing from New York, she joined *Delaware* off Cuba 8 February 1799 to assist in the protection of merchantmen engaged in the Havana trade. The two ships jointly captured schooner *Marsouin* (*Porpoise*) 5 March 1799. *General Greene* returned to Philadelphia about eight weeks later. On 20 May 1799 she was reported too small to be useful in the Navy. She resumed operations under the Revenue Cutter Service at Philadelphia, Pa.

II

(Fr: t. 654; 124'3"; b. 34'8"; dph. 17'4"; cpl. 250 a. 24 12-pdrs., 6 6-pdrs.)

The second *General Greene* was built under government contract by Banjamin Talman and James de Wolf, Warren, R. I.: launched 21 January 1799; and placed under command of Captain Christopher R. Perry. The frigate sailed 2 June 1799, joining *Governor Jay* in convoying five merchantmen bound to Havana. Damage suffered in a heavy gale caused her to put in at Havana for repairs. Her crew was struck down with yellow fever. More than 20 perished and she returned to Newport on 27 July with 37 men in various stages of recovery. After a thorough

cleaning, fumigation, and change of ballast, she departed Newport 23 September 1799 to take station at Cap Francois, San Domingo.

General Greene remained on San Domingo Station for the following 6 months. In company with *Boston* 1 December 1799, she assisted in the capture of schooner *Flying Fish* and retook the American schooner *Weymouth* captured by French privateer *Hope*. Much of her time was spent watching over the rebellion against General Toussaint in Haiti. She blockaded the port of Jacmel to cut off supplies of the revolutionist. The frigate gave direct gunfire support to General Toussaint's army in the capture of Jacmel 27 February 1800. She remained there as a possible haven for American citizens until 27 April; then sailed with two representatives sent by General Toussaint for audience with the President of the United States. Touching New Orleans, she embarked General Wilkinson and his family for transport home. She then proceeded as escort to 12 merchantmen bound to Havana, thence to Newport, R.I., where she arrived 21 July 1800.

General Greene's crew was discharged and she remained idle at Newport until Captain Perry was retired under the Peace Establishment Act of 3 April 1801. She was laid up in ordinary at the Washington Navy Yard. The frigate served as a floating sick bay for frigate *Constellation* in 1803 and was reduced to a sheer hulk in 1805. Her hulk was destroyed by flames 24 August 1814 when the British entered Washington.

General H. B. Freeman

Henry Blanchard Freeman, born 17 January 1837 in Knox, Ohio, enlisted in the 10th Infantry 16 July 1855. Appointed Lieutenant in May 1862, he was breveted Captain in December for gallantry in the Battle of Murfreesboro, Tenn., and breveted Major in September 1863 for gallantry in the Battle of Chickamauga, Ga.; received the Medal of Honor for extraordinary heroism in the Battle of Stone's River 31 December 1862. After the close of the Civil War, much of his remaining career was spent on Indian frontiers and reservations in Wyoming, Ohio, Colorado, Utah, and Oklahoma. Promoted to Brigadier General in 1901, he received the Indian Campaign Medal. General Freeman died 16 December 1915, at Douglas, Wyo.

(AP–143: dp. 9,943; l. 522'10"; b. 71'6"; dr. 24'; s. 16.5 k.; cpl. 356; trp. 3,823; a. 4 5", 4 40mm., 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General H. B. Freeman (AP–143) was launched 11 December 1944 under a Maritime Commission contract by the Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. Marie Wheeler; converted in the Kaiser yard at Vancouver, Wash.; acquired by the Navy 26 April 1945; and commissioned at Portland, Oreg., the same day, Comdr. Harley E. Grogan, USCG, in command.

After shakedown operations out of San Diego, *General H. B. Freeman* departed San Pedro 1 June 1945 with 3,040 troops and passengers for Calcutta, India, where she arrived 9 July with 16 additional passengers, British Royal Marines who had embarked at Brisbane, Australia. On 13 July she was underway with more than 3,000 military passengers; embarking and debarking in Ceylon, Australia, New Guinea, and the Philippines before arriving Hagushi, Okinawa, 16 August 1945, the day after hostilities ended.

More than 1,000 homeward-bound veterans boarded the transport which departed Okinawa 21 August 1945 headed via Saipan and Pearl Harbor for the West Coast, arriving San Pedro, Calif., 12 September 1945. She sailed 7 October, carrying occupation troops to Tokyo, and returned to Seattle, Wash., 5 November as the "Magic-Carpet" home for more than 3,000 fighting men from the Pacific War. *General H. B. Freeman* made a similar passenger run from Seattle to Yokohama and back (16 November–16 December 1945).

She next entered the Puget Sound Naval Shipyard, Bremerton, Wash., for inactivation overhaul and decommissioned there 4 March 1946. She was redelievered to the Maritime Commission for service with the Army's peacetime transport fleet.

General H. B. Freeman was reacquired by the Navy 1 March 1950 and assigned to MSTS. Manned by a civil service crew, *General H. B. Freeman* carried military passengers throughout the Korean War from the West Coast to Korea, Japan, and island bases in the Pacific.

She was in the gallant fleet that evacuated besieged Hungnam. Her distinguished service won her the "Smart Ship Award" for three consecutive years (1950–52). The transport continued to operate throughout the Pacific until 24 July 1958 when her name was again struck from the Navy List. She was returned to the Maritime Commission and to the National Defense Reserve Fleet, Olympia, Wash., where she remains.

General H. F. Hodges

Harry Foote Hodges, born at Boston 25 February 1860, graduated from the Military Academy in 1877. Between 1877 and 1901 he served as an engineer at various posts, including a tour of duty as instructor in engineering at the Military Academy. In 1901, Hodges became Chief Engineer, Department of Cuba, and later assisted in building the Panama Canal. In 1917, after the United States entered World War I, he was appointed a division commander and sailed with the American Expenditionary Force in 1918. After serving with distinction in the Ypres and Avocourt Defensive Sectors, he was awarded the Distinguished Service Medal. Following the war, General Hodges commanded divisions at several American posts before retiring in 1921. Major General Hodges died 24 September 1929 at Lake Forest, Ill.

(Ap–144: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24' s. 16 k.; cpl. 356; trp. 3,823; a. 4 5", 4 40mm., 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General H. F. Hodges (AP–144) was launched 3 January 1945 under Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. Hodges Dickson; acquired by the Navy and commissioned 6 April 1945, Comdr. C. H. Hilton, USCG, in command.

After shakedown training, *General H. F. Hodges* sailed from San Francisco 10 May 1945 with over 3,000 troops and a contingent of Army nurses. In the ensuing two months, she steamed to Hollandia, Manila, Leyte, and Biak in support of the accelerating push toward Japan before returning to San Francisco on Independence Day 1945. The transport departed 8 July for New York via the Panama Canal; and, after stopping there briefly, departed 5 August for Naples on a troop rotation voyage. While at sea she received word of the Japanese capitulation.

She returned to Boston 31 August with passengers from Naples. *General H. F. Hodges* then made two long voyages through the Suez Canal to India bringing home American troops, ending the second cruise when she reached New York Christmas Eve. The transport departed New York 31 January 1946 for Ceylon and India, continuing by way of the Pacific Islands to the United States, arriving 28 March 1946. She remained at Seattle until decommissioned 13 May 1946 and was returned to the Maritime Commission for transfer to the Army Transport Service.

Reacquired by the Navy 1 March 1950, *General H. F. Hodges* was assigned to the MSTS under a civil service crew. In the years that followed, the ship sailed between New York and European ports, supporting American ground units helping to deter Communist aggression in Europe, and transporting refugees from Bremerhaven to New York. She carried troops, their dependents, and supplies to most of the ports in northern Europe and the Mediterranean. In 1958, the versatile ship took time out from her busy schedule of voyages to participate in a giant amphibious exercise on the North Carolina coast, demonstrating the ease with which MSTS ships could be

integrated into regular navy combat operations when and where the need arises. After two more passages to Europe, *General H. F. Hodges* was returned to the Maritime Administration 16 June 1958, and was placed in the National Defense Reserve Fleet, Hudson River, N.Y., where she remains.

General H. H. Arnold

Henry Harley Arnold, born in Pennsylvania on 25 June 1886, graduated from the U.S. Military Academy 14 June 1907. After serving in the Infantry and the Signal Corps, Arnold became a pioneer of Army aviation. He played a major role in developing the air tactics and strategy which proved so valuable in World War II. He commanded the Army Air Forces in the fight to victory over the Axis Powers. Promoted to General of the Army in 1944, General Arnold received many decorations and honors, including three Distinguished Service Medals, the Legion of Merit, and the Air Medal. He retired in 1946 and died at Sonoma, Calif., 15 January 1950.

General R. E. Callan (AP–139) (*q.v.*) was reacquired by the Navy from the Air Force as *General H. H. Arnold* (T–AGM–9) 1 July 1964.

General H. L. Scott

Hugh Lenox Scott was born at Danville, Ky., 22 September 1853 and graduated from the Military Academy in 1876. He served with the cavalry at various western outposts, chiefly in Oklahoma and the Dakotas, and participated in the Indian campaigns until 1891. In 1897 he was a consultant to the Smithsonian Institution on Indian languages. After serving in various administrative posts in Cuba and the Sulu Archipelago, Philippines, 1898 to 1906, Scott was promoted to Colonel and assumed duty as Superintendent of the Military Academy. Relieved in 1910, Scott made vital contributions as a mediator and a diplomat in Indian disputes. As Brigadier General, he served on the Mexican border 1913 to 1914 and helped resolve border difficulties with Mexico. Becoming Chief of Staff of the Army in November 1914, he laid the groundwork for American participation in World War I. General Scott was a member of the Commission to Russia in 1917 and served on the Western Front with British and French divisions. Retiring from the Army in 1919, Major General Scott died 30 April 1934 at Princeton, N.J.

(AP–136: dp. 9,950 (lt.); l. 522′10″; b. 71′6″; dr. 26′6″; s. 16.5 k. cpl. 425; trp. 3,823; a. 4 5″, 8 1.1″, 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General H. L. Scott (AP–136) was laid down 20 December 1942 under a Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif.; launched 19 September 1943; sponsored by Mrs. Walter K. Wilson; acquired by the Navy 6 March 1944; and commissioned 3 April at San Francisco, Captain John Trebes, USCG, in command.

After shakedown off San Diego, *General H. L. Scott* departed San Francisco 5 May with reinforcement troops embarked for the South Pacific. Arriving Noumea, New Caledonia, 21 May, she returned to San Francisco 7 June to continue transporting men and supplies to island bases in the Pacific. As American naval power drove nearer to the heart of the crumbling Japanese Empire, she made six voyages to the western Pacific between 10 June 1944 and 2 July 1945, carrying her passengers and cargo out of San Francisco to the Marshalls, the New Hebrides, New Caledonia, New Guinea, the Admiralties, and the Philippines. In addition, she operated for a time in the western Pacific as Pacific Fleet receiving ship. While at Ulithi, Carolines, 25 March, she embarked 1,004 officers and men from *Franklin* (CV–13), severely damaged 19 March off the coast of Japan.

General H. L. Scott departed San Francisco 7 July for New York, where she arrived 21 July. She sailed 3 August for the Mediterranean and embarked veteran troops at Naples and Leghorn, Italy, before returning to Boston 27 August. Between 2 September and October, she steamed via the Suez Canal to Calcutta, India, and Colombo, Ceylon, on "Magic-Carpet" duty to transport troops back to the United States. She arrived New York 28 October, sailed 10 November for China, and arrived Shanghai 11 December to support Nationalist forces during the protracted struggle for control of the Chinese mainland.

General H. L. Scott returned to Seattle 30 December. On 5 February 1946 she sailed for the Far East with occupation troops embarked. After touching at Jinsen, Korea, and Shanghai, she returned to Seattle 20 March. She decommissioned 29 May and was returned to WSA 3 June.

She entered the National Defense Fleet and was berthed in Puget Sound until sold to Bethlehem Steel Corp. 31 July 1964. She was converted to a general cargo ship in 1965 and operates under the name *Yorkmar*.

General H. W. Butner

Henry W. Butner, born in Pinnacle, N.C., 6 April 1875, graduated from the Military Academy in 1898. He served in various capacities at posts at home and abroad until 1918 when he sailed for France with the A.E.F. During his service on the Western front, Butner took part in operations at St. Mihiel and Meuse-Argonne. Returning to the United States, he commanded Field Artillery School at Fort Sill, Okla., 1920 to 1923; commanded a detachment of the Philippine Scouts; and served in various capacities until appointed Commanding General, Panama Canal Department, in 1936. Major General Butner died 13 March 1937 in Washington, D.C.,

(AP–113: dp. 11,828 (lt.); l. 622′7″; b. 75′6″; dr. 25′; s. 19 k.; cpl. 477; trp. 5,289; a. 4 5″, 16 1.1″, 18 20mm.; cl. *General John Pope;* T. P2–S2–R2)

General H. W. Butner (AP–113) was launched by the Federal Shipbuilding & Drydock Co., Kearny, N.J., 19 September 1943 under Maritime Commission contract for the Army; sponsored by Mrs. John J. McCloy; acquired by the Navy 5 December 1943; placed in ferry commission the same day for transfer to Maryland Drydock Co., Baltimore, for conversion to a transport; and placed in full commission 11 January 1944, Captain A. P. Lawton in command.

After shakedown in Chesapeake Bay, *General H. W. Butner* sailed 23 February 1944 from Norfolk carrying troops to Morocco. Arriving Casablanca 3 March, the ship returned to Norfolk for another load of troops, and sailed again for Casablanca, arriving back at Norfolk 20 April.

After only 3 days in port *General H. W. Butner* sailed again, this time eastward to the West Coast. Her ports of call on this long voyage were Durban, South Africa; Bombay; Melbourne, Australia; and San Pedro, Calif., where she arived 1 July. The transport then retraced her steps to Melbourne and Bombay, ariving off the Indian coast 26 August. From there she returned to Melbourne with troops and sailed for California via Noumea and Efate, New Hebrides. She arrived in San Pedro 6 October 1944.

Continuing the vital work of ferrying troops to and from the Pacific theater, *General H. W. Butner* departed San Pedro 21 October 1944, called at Melbourne, Bombay, Sidney, and Noumea, and returned to San Pedro 7 January 1945. Departing San Francisco 17 February, she brought troops to Finschafen, Hollandia, Leyte, Manus Island, Guadalcanal, and many other islands, as the amphibious advance through the Pacific reached its final phase.

She returned to San Francisco 12 May, departed 20 May for the Panama Canal, and from there steamed to Le Havre, France. The far-ranging transport departed France with troops 12 June, and arrived back in Nor-

folk 20 June. Thus she completed a circuit of the earth, though, in the meantime, she had steamed a distance equal to six times its diameter while supporting wartime operations.

General H. W. Butner made one more voyage before the end of the Pacific war, redeploying troops from the European Theater. She sailed from Marseilles 7 July, via the Panama Canal, for Ulithi and Eniwetok, finally arriving Okinawa 1 September. She then returned to the United States, arriving Seattle 24 September.

The ship also served as a troop transport during the occupation of Japan, leaving San Francisco 5 January 1946 she made four voyages carrying troops to the Pacific, stopping at Yokohama, Shanghai, Tsingtao, and other ports in support of American efforts to stabilize the China situation and to occupy Japan.

She sailed for Boston from California early in 1947 for conversion to a combination dependent and troop transport, emerging 28 June and returning to San Francisco. During the next 2 years she operated in the Pacific between Guam and San Francisco, carrying dependents and servicemen to stations in the Far East. Transferred to MSTS under Navy captain and crew in October 1949, she departed for Norfolk via the Panama Canal and Bermuda, arriving 10 January 1950. She then operated in the Caribbean until 11 April, when she departed for San Diego. *General H. W. Butner* arrived San Diego 24 April, and on 10 May made another Pacific cruise which lasted until her return to the West Coast 12 June.

Before the month ended, the Korean War broke out. Fortunately, *General H. W. Butner* was one of the handful of ships immediately available. She promptly returned to Guam with vitally needed troops; returned to the West Coast for more troops; and headed for Japan, arriving Yokohama 31 August to prepare for the Inchon landing. This daring amphibious operation took the Communist troops by surprise and forced them to abandon the ground they had taken in South Korea and to scurry north across the 38th Parallel. Arriving off the beach 16 September, troopship *General H. W. Butner* landed her troops in this important action, and then departed for Japan. The last day of the year saw her depart from Okinawa for San Francisco.

During 1951 the ship continued to sail from California to Yokohama and Guam in support of the U.N. effort in Korea until she departed San Francisco for Galveston, Texas, 29 June. From there the ship continued to Bremerhaven, Germany, and thence to New York, mooring 5 September 1951. During the next months she carried troops and dependents to the Mediterranean and back, then departed for the Pacific again 19 February 1952. Transiting the Panama Canal from New York, she arrived at Yokohama 19 March, and 3 days later began the long trip back to Panama. From the Canal Zone, *General H. W. Butner* sailed to La Pallice, France, and to Bremerhaven, where she embarked passengers for New York.

General H. W. Butner began a regular schedule from Brooklyn, N.Y., to Southampton and Bremerhaven soon afterward, supporting American military commitments in Europe. Except for occasional visits to the Mediterranean (June 1953 and September–October 1959) and to the Caribbean (November 1956 and November 1958) she continued this run until decommissioning 28 January 1960 at Bayonne, N.J. *General H. W. Butner* was turned over to the Maritime Administration, and in March 1960 entered the National Defense Reserve Fleet, berthed in James River, Va., where she remains ready for reactivation should the need arise.

General H. W. Butner received two battle stars for Korean service.

General Harry Taylor

Harry Taylor was born 26 June 1862 in Tilton, N.H., and upon graduation from the Military Academy in 1884, joined the Corps of Engineers. In the years that followed, Taylor served in the field on various projects, including East Coast defenses and the Columbia River project. By 1916 he was Assistant Chief of Engineers in charge of the River and Harbor Division. At the start of America's participation in World War I he sailed for France as Chief Engineer Officer, American Expeditionary Force. In this capacity he supervised the construction of railways, barracks, wharves, and shelters throughout France. Awarded the Distinguished Service Medal, Taylor returned to Washington and was named Major General, Chief of Engineers, 19 June 1924. He retired in 1926 and died 27 January 1930 in Washington, D.C.

(AP–145: dp. 9,950 (lt.); l. 552′10″; b. 71′6″; dr. 24′; s. 16 k.; cpl. 356; trp. 3,224; a. 4 5″, 8 1.1″, 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General Harry Taylor (AP–145) was launched 10 October 1943 under Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. Mamie M. McHugh; acquired by the Navy 29 March 1944; placed in ferry commission 1 April 1944 for transfer to Portland, Oreg., for conversion to a transport by Kaiser Co., Inc., Vancouver, Wash.; decommissioned 10 April 1944; and commissioned in full 8 May 1944 at Portland, Captain J. L. Wyatt in command.

Following shakedown off San Diego, *General Harry Taylor* sailed from San Francisco 23 June 1944 with troop reinforcements for Milne Bay, New Guinea. After returning to San Francisco 3 August with veterans of the Guadalcanal campaign embarked, she continued transport voyages between San Francisco and island bases in the Western Pacific Ocean. During the next 10 months she steamed to New Guinea, the Solomons, New Caledonia, the Marianas, the New Hebrides, the Palaus, and the Philippines, carrying troops and supplies for America's vast amphibious sweep across the ocean to Japan until 29 June 1945 when she departed San Francisco for duty in the Atlantic.

General Harry Taylor made two "Magic-Carpet" voyages to Marseilles and returned, carrying veterans of the European fighting. Next she sailed twice to Karachi, India, via the Suez Canal. Returning to New York 3 January 1946, the transport then began the first of four voyages to Bremerhaven, Germany, and Le Havre, France. She reached New York again 21 May 1946 and decommissioned 13 June at Baltimore.

The transport served for a time with the Army Transport Service, and was reacquired by the Navy 1 March 1950 for use by MSTS. Her early duties consisted mainly of carrying troops, dependents, and large numbers of European refugees. *General Harry Taylor* operated in a typical year to the Caribbean, Mediterranean, and to northern Europe. In 1957 the ship took part in the Hungarian Relief program, transporting several thousand refugees of the valiant but abortive Hungarian Revolution to Australia. She was placed in ready reserve 19 September 1957; transferred back to the Maritime Administration 10 July 1958; and placed in the National Defense Reserve Fleet, Beaumont, Tex. *General Harry Taylor* was transferred to the Air Force 15 July 1961 and renamed *General Hoyt S. Vandenberg* (T–AGM–10). On 1 July 1964 she was acquired by the Navy and now is operated by MSTS in the Atlantic.

General Henry Knox, see *Picket* (ACM–8)

General Hoyt S. Vandenberg

Hoyt Sanford Vandenberg, born in Wisconsin 24 January 1899, graduated from the U.S. Military Academy 12 June 1923. He played a major role in developing air tactics and strategy. He was Chief of Staff of the Air Force from 1948 to 1953 when he was retired for physical disability. General Vandenberg died in Washington, D.C., 2 April 1954.

General Harry Taylor (AP–145) (*q.v.*) was reacquired by the Navy from the Air Force as *General Hoyt S. Vandenberg* (T–AGM–10) 13 July 1964.

General Hugh J. Gaffey

A former name retained. Hugh Joseph Gaffey, born 18 November 1895, in Harford, Conn., attended Officers Training School at Fort Niagara, N.Y., and was commissioned Second Lieutenant in the Field Artillery Reserve 15 August 1917. Assigned to the 312th Field Artillery at Fort Meade, Md., he went to Europe in August 1918 and served in France and Germany before returning to the United States in August 1919. During the next two decades he served at various posts in the United States and served with the 15th and 18th Field Artillery and the 7th Cavalry Brigade. Assigned to the I Armored Corps in July 1940, he served with them until July 1942 when he was assigned to the 2d Armored Division. Appointed Brigadier General 5 August 1942, he was sent to the European Theater in November; and, in April 1944, he was designated Chief of Staff for General Patton's 3d Army fighting in France. He then assumed command of the 4th Armored Division in December. Major General Gaffey was killed in a B–25 crash at Goodman Field, Ky., 16 June 1946.

Admiral W. D. Capps (AP–121) (*q.v.*) was reacquired by the Navy from the Army Transport Service as *General Hugh J. Gaffey* 1 March 1950 and assigned to MSTS. With a civilian crew on board, she operated on West Coast-Far East cruises and throughout the Korean conflict transported troops and equipment to the Pacific staging areas.

After the hostilities in Korea ceased, *General Hugh J. Gaffey* continued runs to Japan, Korea, Taiwan, Okinawa, and the Philippines. From 1954 to 1965 the transport made almost 100 cruises to these countries. In the summer 1965 she made her first cruise to Cam Ranh Bay, South Vietnam, during the intensified American buildup in Southeast Asia. Continuing her Pacific crossing, *General Hugh J. Gaffey* made seven more voyages throughout 1966. After carrying Korean troops to Vietnam in January, 1967 to join the fight against Communist aggression, she arrived San Francisco late in February for overhaul to prepare for future action.

General J. C. Breckinridge

James Carson Breckinridge was born 13 September 1877 at Memphis, Tenn., and was commissioned a Second Lieutenant for the Spanish American War in 1898. He saw service in the Phillipines, China, and Central America in the years that followed, and commanded a Marine detachment on *Utah* at the capture of Vera Cruz in 1914. General Breckinridge commanded the Washington Marine Barracks 1923–25 and the Marine detachment at the American Legation at Pekin, China, 1930–32. He also commanded Marine Corps schools at Quantico, Va., and Parris Island, S.C. Breckenridge retired a Lieutenant General 1 October 1941 and died 2 March 1942 at Summit Point, W. Va.

(AP–176: dp. 11,830; l. 622′; b. 76′; dr. 25′6″; s. 21 k.; cpl. 466; trp. 5,289; a. 4 5″, 4 40mm., 20 20mm.; cl. *General John Pope;* T. P2–S2–R2)

General J. C. Breckinridge (AP–176) was launched 18 March 1945 by the Federal Shipbuilding & Drydock Co. of Kearny, N.J.; sponsored by Mrs. Dorothy T. Breckinridge; and commissioned 30 June 1945 at Bayonne, N.J., Capt. H. S. Berdine, USCG, commanding.

Operated under the Coast Guard, *General J. C. Breckinridge* was commissioned too late to take an active part in the fighting in Europe, but after shakedown in July and August 1945 proceeded to Marseilles. Arriving there 14 August, she loaded over 5,000 troops and their equipment and proceeded to Manila. Word of the surrender of Japan came next day, however, and *General J. C. Breckinridge* proceeded to New York, where she unloaded her troops 24 August.

During the next 4 months, the transport made four more voyages, three to Marseilles and one to Le Havre, bringing home American troops and their supplies. At Marseilles 18 November, she had the honor of embarking the 2 millionth American veteran to be taken home from Europe since VE day. Arriving at Boston 26 November, she was soon underway for California, via the Panama Canal, and duty in the Pacific.

General J. C. Breckinridge arrived at San Francisco 20 January 1946, where a Navy crew took over 10 February. She departed San Francisco 25 February on one of five trips to the western Pacific in which she carried troops and cargo to and from Saipan, Guam, Shanghai, China, and Tsingtao. Departing Taku, China, on the last of these voyages 4 September 1946, she transited the Panama Canal and arrived 3 October at Philadelphia. At the shipyard *General J. C. Breckinridge* underwent conversion into a dependent transport, with modern nursery, kitchen, and medical facilities for dependents of military men.

Following completion of conversion, the ship again took up her Pacific schedule, leaving Philadelphia 11 January 1947 via the Panama Canal for San Francisco and Pacific ports. For the next 2½ years, the transport was a regular visitor at Pearl Harbor, Guam, Shanghai, Okinawa, Tsingtao, Manila, and other cities of the Pacific, transporting military and civilian passengers. In June 1947 she carried convicted Japanese war criminals from Manila to Japan, and from time to time performed missions of mercy and conducted underway training exercises. During this time *General J. C. Breckinridge* spent almost 80 percent of her time underway in support of America's far-flung installations in the Pacific.

General J. C. Breckinridge was transferred to the Military Sea Transportation Service 1 October 1949 and sailed thereafter with a Navy captain and crew as T–AP–176. She made one more trip to the Pacific in November 1949, after which she sailed to New York to transport dependents to San Francisco. At the outbreak of the Korean war 30 June 1950 the ship returned to San Francisco 19 July, and put in at Mare Island Shipyard for conversion to a troop transport.

Ready for duty as a troop transport, *General J. C. Breckinridge* carried fresh troops from Seattle to Yokosuka, arriving 14 August 1950, and from there stopped at Pusan, Korea, to return a load of casualties to Yokohama. The transport started to return to San Francisco, but was called back to participate in the pivotal Inchon amphibious landing. Arriving there with troops the day after the assault, the transport helped support the landing and consolidate the gains made.

After returning to San Francisco, arriving 7 October, *General J. C. Breckinridge* again sailed for Japan, and arrived at Sasebo 14 November. She immediately was dispatched with other available transports to Wonsan, where she assisted in the evacuation of troops at that port 22 November. After taking troops and casualties to Japan, "*Breckinridge*" returned to Korea, this time to help in the evacuation of Hungnam 15 December. The hard-working transport made two more troop voyages during the actual fighting in Korea.

Subsequent to the Korean War, *General J. C. Breckinridge* has again been active as an MSTS transport carrying military and civilian passengers on a regular schedule of visits to Pacific ports—the already familiar Guam, Yokosuka, Okinawa, and Inchon, as well as Adak, Alaska, and Midway Island. She operated out of San Francisco on this duty until returned to the Maritime Administration and placed in the National Defense Reserve Fleet at Suisun Bay, Calif., 1 December 1966.

General J. C. Breckinridge received four battle stars for Korean conflict service.

General J. H. McRae

Major General James H. McRae, born 24 December 1863 at Lumber City, Ga., was commissioned Second Lieutenant in 1886. He was awarded Silver Stars for

gallantry in the Spanish-American War and in the Philippine Instruction; and received the Distinguished Service Medal as Commander of the 78th Division in the Meuse-Argonne Offensive of World War I. Later service included command of the V Corps, the Philippine Department at Manila, the IX Corps and the II Corps. General McRae died 1 May 1940 at Berkeley, Calif.

(AP–149: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 3,343; a. 4 5", 8 1.1", 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General J. H. McRae (AP–149) was launched under Maritime Commission contract 26 April 1944 by the Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. Doris May Stallingo of San Francisco; acquired by the Navy 19 June 1944; and commissioned 8 August 1944 at Richmond, Calif., Comdr. T. R. Cowie in command.

After shakedown out of San Francisco and Los Angeles, *General J. H. McRae* sailed from Seattle 20 September 1944 with more than 2,800 fighting men for Honolulu. She returned to San Francisco with veterans 7 October and made another voyage to Honolulu, returning to San Francisco on the 29th with 3,000 passengers, of whom 240 were Japanese prisoners of war.

General J. H. McRae departed San Francisco 19 November with fighting men bound for Finschhafen, New Guinea, arriving there 7 December and returning to San Pedro, Calif., the 31st with more Pacific veterans. *General J. H. McRae* departed Long Beach 11 January 1945 for India via Melbourne, Australia, and reached Calcutta 20 February. Departing Calcutta 1 March with more troops, she proceeded at full speed to Melbourne and Townsville, lifted a contingent of RAAF troops to Madang Harbor, New Guinea; thence sailed via the Admiralty and Caroline Islands to the Marianas, reaching Saipan 10 April 1945.

The busy transport returned to Townsville, Australia, for 3,100 Australian troops, landing a small contingent at Biak Island and the remainder at Morotai Island 1 May and returned to San Francisco 30 May. *General J. H. McRae* sailed 19 June 1945 and transited the Panama Canal for Le Havre, France, where she embarked more than 4,000 troops and returned with them to Newport News. She made one subsequent voyage to France, which ended at Hampton Roads 28 August 1945.

Standing out from Norfolk 1 September 1945, *General J. H. McRae* transited the Suez Canal for Karachi, India, where she embarked 3,000 troops and returned them to New York 15 October. Departing New York 26 October *General J. H. McRae* made subsequent voyages to Khorramshahr, Iran, and Karachi, India, the latter terminating at New York on Christmas Eve of 1945. She decommissioned at New York 27 February 1946 and was returned to WSA for peacetime operations as an Army transport.

General J. H. McRae was reacquired 1 March 1950 and assigned to MSTS. Manned by civilians, she operated between New York and the United Kingdom until February 1953, then shifted her base to San Francisco for runs to Japan. On 29 October 1954 *General J. H. McRae* was inactivated at San Diego and placed in the Pacific Reserve Fleet. She was transferred to the Maritime Administration 30 June 1960 and entered the National Defense Reserve Fleet. At present she is berthed at Suisun Bay, Calif.

General J. H. McRae received four battle stars for Korean war service.

General J. R. Brooke

John Rutter Brooke, born in Montgomery County, Pa., 21 July 1838, was educated at Freeland Seminary. He served in the Army briefly at the start of the Civil War, was mustered out, but returned as a Colonel in the 53d Pennsylvania Infantry. Colonel Brooke fought in the Peninsular Campaign and at Antietam, Fredericksburg, Chancellorsville, and Gettysburg, earning a reputation as an exceptional commander. He was appointed Brigadier General of Volunteers 12 May 1864, was severely wounded at Cold Harbor the following month, and returned to duty in 1865 with the Army of the Shenandoah. Entering the regular Army after the war, Brooke rose to the rank of Major General in 1897 and served in Puerto Rico during the Spanish-American War. After the armistice, he was military governor of both Puerto Rico and Cuba before returning home to take command of the Department of the East. General Brooke died in Philadelphia 5 September 1926 after a long and distinguished career.

(AP–132: dp. 9,877 (lt.); l. 522'10"; b. 71'6"; dr. 26'6"; s. 16.5 k.; cpl. 471; trp. 3,444; a. 4 5", 8 1.1", 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General J. R. Brooke (AP–132) was laid down under a Maritime Commission contract 29 June 1942 by the Kaiser Co., Inc., Yard 3, Richmond, Calif.; launched 21 February 1943; sponsored by Mrs. Helen Thompson; acquired by the Navy 10 December 1943; converted to a transport by Matson Navigation Co., San Francisco; and commissioned 20 January 1944 at San Francisco, Captain David L. Nutter in command.

On her maiden voyage, *General J. R. Brooke* sailed from Port Hueneme 24 February 1944 with more than 3,600 troops, mostly Seabees, for Pearl Harbor and returned to San Francisco 8 March. From 19 March to 23 April she made a round-trip voyage out of San Francisco to bring 3,600 men to Noumea and Espiritu Santo. Following her return, the ship sailed again 12 May for New Guinea to debark 3,400 troops at Oro Bay, and steamed thence to New York, where she arrived 3 July 1944.

Convoyed by ships and planes and under constant threat of submarine attack, *General J. R. Brooke* operated in the Atlantic throughout the remainder of the war. In her unflagging efforts to insure an even flow of men from the United States to the European theater, she made 12 transatlantic voyages (8 from New York, 2 from Boston, and 2 from Norfolk) to the United Kingdom (Plymouth, Liverpool, and Southampton); Italy (Naples); France (Cherbourg, Marseilles, and Le Havre); and North Africa (Oran) from 26 July 1944 to 5 September 1945. She brought to the European ports tens of thousands of American and Allied fighting men and thousands of tons of vital supplies; and she brought to the United States countless German prisoners of war.

After the war's end, *General J. R. Brooke* made two "Magic-Carpet" and troop-rotation voyages from New York to Calcutta and Ceylon via the Suez Canal from 11 September 1945 to 3 January 1946. Subsequently, she made five identical troop-carrying voyages from New York to Le Havre between 19 January and 10 June 1946. In May 1946 she transported over 2,700 German POW's back to France. *General J. R. Brooke* moored at Norfolk 13 June and decommissioned at Newport News 3 July 1946. Returned to WSA 18 July 1946, she entered the National Defense Reserve Fleet, James River, Va. She was sold to Bethlehem Steel Corp., Wilmington, Del., in April 1964 and renamed *Marymar.*

General John Pope

John Pope, born 18 March 1822 at Louisville, Ky., graduated from the Military Academy in 1842 and joined the Topographical Engineers. After serving in Florida and helping survey the northeastern boundary line between the United States and Canada, he fought gallantly at Monterey and Buena Vista during the war with Mexico. At the beginning of the Civil War he served as mustering officer at Chicago but was soon appointed Brigadier General of Volunteers. In May 1861 General Pope assumed command of the District of North and Central Missouri and forced the Confederates to retreat southward. He cooperated with Flag Officer Foot in taking New Madris and Island No. 10. Subsequently he commanded the Army of the Mississippi during the siege of Corinth, winning a promotion to Major General. He headed the newly formed

Army of Virginia after the collapse of the Peninsular Campaign. He was relieved after the Second Battle of Bull Run. Following the Civil War, he served with distinction in the Indian wars. General Pope retired in 1886 and died 23 September 1892 at the Ohio Soldiers' Home near Sandusky, Ohio.

(AP–110: dp. 11,450 (lt.); l. 622'7"; b. 75'6"; dr. 25'6"; s. 21 k.; cpl. 466; trp. 5,289; a. 4 5", 16 1.1", 16 20mm.; cl. *General John Pope;* T. P2–S2–R2)

General John Pope (AP–110) was launched under a Maritime Commission contract 21 March 1943 by the Federal Shipbuilding and Dry Dock Co., Kearny, N.J.; sponsored by Mrs. Charles P. Gross; acquired by the Navy 2 July 1943; placed in ferry commission the same day for transfer to Baltimore for conversion to a transport by Maryland Drydock Co., and commissioned in full 5 August 1943, Captain George D. Lyon in command.

After shakedown *General John Pope* sailed for Newport News 5 September 1943 with over 6,000 troops and civilians bound for Greenock, Scotland; and, after disembarking her passengers there, returned to Norfolk 25 September. From 6 October to 19 November she made a troop-carrying voyage to Brisbane, Australia; and, after touching Townsville and Milne Bay, put in at San Francisco on the latter date. Underway again 10 December with over 5,000 troops for the Pacific fighting, *General John Pope* debarked them at Noumea 23 December and returned via Pago Pago to San Francisco 10 January 1944 with 2,500 veterans.

In the months that followed, *General John Pope* sailed in support of the giant amphibious offensive on New Guinea's northern coast, spearheaded by Rear Admiral Barbey's famed VII Amphibious Force. On a 3-month round-trip voyage out of San Francisco, beginning 23 January, she took troops to Guadalcanal, Auckland, and Noumea, and brought 1,300 men back to San Francisco 9 March. *General John Pope* then embarked another full complement of troops, including the 1st Filipino Infantry Regiment, and sailed 6 April for Noumea and Oro Bay, New Guinea. Returning via Noumea to embark casualties, the ship reached San Francisco 18 May 1944. During the summer of 1944 ,the far-ranging transport made two round-trip voyages from San Francisco: on the first she got underway 27 May for New Guinean ports, Guadalcanal, and the Russell Islands, debarking 3,800 men of the famous 1st Marine Division at San Diego before returning to San Francisco; and on the second she departed 26 July for Honolulu and returned 8 August.

In the early fall, another voyage out of San Francisco 14 August brought *General John Pope* on a troop rotation run to New Guinean ports; and subsequently, after embarking 5,000 Army troops at San Pedro, Calif., she sailed via Melbourne for Bombay. Nearly 4,000 fighting men, mainly troops of the New Zealand Expeditionary Forces, were embarked and delivered safely to Melbourne and Wellington before the ship moored again at San Pedro 16 January 1945.

The spring of 1945 saw a round-trip troop-carrying voyage begin in San Francisco 26 March, which took her to Manila, Leyte, and Biak before returning 21 May. *General John Pope* next stood out from the Golden Gate once more 2 June 1945, this time bound for Marseilles, where 5,242 troops were embarked and taken to Manila. The transport returned to Seattle 17 August following this long voyage, but she was underway again 11 days later via Ulithi, Cebu, and Leyte for Yokohama, returning to San Francisco 8 October with over 5,000 veterans.

From 19 October 1945 to 7 May 1946, four more "Magic-Carpet" and troop-rotation voyages were made, two from San Francisco and two from Seattle, to the Philippines and Yokohama. Finally, missions accomplished, *General John Pope* departed San Francisco 15 May bound for New York, where she decommissioned 12 June 1946 and was returned to WSA.

Reinstated on the Navy List 20 July 1950, *General John Pope* was assigned to MSTS 1 August. During the Korean fighting she carried American troops to Japan and Korea to take part in the giant effort to hold back Communist aggression. Following the war, *General John Pope* continued to sail to Japanese and Korean ports on troop rotation duties, finally being placed in reduced operational status at Seattle 14 May 1955. The veteran transport was returned to the Maritime Administration and entered the National Defense Reserve Fleet at Olympia, Wash., 5 September 1958.

General John Pope reactivated 17 August 1965 to serve again as a civilian-manned ship of MSTS, operating from San Francisco. She carries troops to bases in the Pacific and Far East, supporting the fight to stop Communist aggression in Vietnam. Mid-1967 found this veteran transport still performing this vital duty, and scheduled to continue to support the fight for freedom in southeast Asia.

General John Pope received six battle stars for Korean service.

General Knox

A former name retained.

(SchBar: t. 1,587; l. 251'1" (b.p.); b. 42'5"; dr. 23'6")

General Knox, a wooden, schooner-rigged barge, built in 1881 by E. O'Brien of Thomaston, Maine, was commandeered by the Navy soon after the United States entered World War I; purchased from Luckenbach S.S. Co., 18 October 1917; and commissioned 8 November 1917.

Early in 1918, *General Knox* was assigned to the 1st Naval District, carrying coal in the Boston-Bar Harbor area until assigned to NOTS 8 August 1918. With eight other ex-Luckenbach barges towed by various tugs, *General Knox* loaded coal, usually at Norfolk, for delivery to New England ports and to Key West.

She was detached from NOTS at Norfolk 15 March 1919 and assigned to the 5th Naval District until struck from the Navy List 13 June. She was sold 11 September to the Neptune Co. of New York City.

General LeRoy Eltinge

LeRoy Eltinge, born 17 September 1872 in Ulster County, N.Y., graduated from the Military Academy in 1896 and served in the Philippines 1898–99, for which service he received the Silver Star. He served in the Operations Section of the A.E.F. General Staff Headquarters during World War I and later became Deputy Chief of Staff of A.E.F. He was awarded the Distinguished Service Medal for outstanding service in World War I. Brigadier General Eltinge died 13 May 1931 at Omaha, Neb.

(AP–154: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 3,823; a. 4 5", 4 40mm.; 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General LeRoy Eltinge (AP–154) was launched 20 September 1944 by Kaiser Shipbuilding Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. James McCloud; acquired by the Navy and commissioned 21 February 1945, Capt. W. Wakefield in command.

After shakedown out of San Diego, *General LeRoy Eltinge* departed San Pedro 23 March with 3,100 troops for Calcutta, India, arriving 27 April via Melbourne, Australia. Underway 7 May with more troops, she debarked some at Tinian and others at Guam, before arriving San Francisco 27 June with 1,161 troops embarked at Pearl Harbor. She sailed 20 June for "Magic-Carpet" duty in the Atlantic, arriving Norfolk 14 July. Between 30 July and 14 September she made two round trips from Norfolk to Marseilles, France, to transport 6,206 home-bound veterans. And on 29 September she departed Norfolk for Karachi, India, where she embarked veterans for "Magic-Carpet" passage to the United States, arriving New York 11 November.

Clearing New York 29 November for further duty in the Pacific, *General LeRoy Eltinge* carried replacement troops to the Canal Zone, proceeded to Shanghai and the

Philippines and returned to Seattle, Wash., 26 January 1946 with veterans embarked at Manila. On a voyage from 3 March to 6 April she carried rotation troops to Korea and returned veterans to Seattle, before departing 27 April for New York. She arrived 13 May, decommissioned 29 May, was returned to the Martime Commission and stricken from the Navy List June 1946.

Reacquired 20 July 1950, from Maritime Commission *General LeRoy Eltinge* joined MSTS 1 August while operating in the Western Pacific. Since joining MSTS, she has participated in several major troop and refugee operations. For more than a year she transported troops from Seattle and San Francisco to Japan and Korea. In October 1951 she supported the International Refugee Program, making two trips from New York to Bremerhaven, Germany. The following year she made several runs for the United Nations, including the transportation of Dutch troops from Rotterdam to Korea. During 1953 she carried additional refuges from Bremerhaven to New York and transported Ethiopian and Greek troops to Korea. Her MSTS service continued until she was placed in reduced operational status 26 November 1955 at New York.

General LeRoy Eltinge resumed operations between the United States and Europe 18 May 1956. Following the gallant Hungarian Revolution 23 October-4 November, she supported the refugee relief program; and during December she embarked several thousand refugees at Bremerhaven for passage to the United States. From May to September 1957 she made U.N. runs to Turkey and Thailand. After the Lebanon crisis of July 1958, she conducted two voyages to Beirut during October to return troops to France and Germany. She continued to operate in support of U.N. programs through 1959. While enroute from New York to Izmir, Turkey, 24 August 1960 she assisted in the rescue of 26 survivors from SS *Haleyon Mediterranean*, which had collided with SS *Esso Switzerland* off the coast of Spain. Returning to New York 1 September, she again assumed reduced operational status 26 September.

Following the outbreak of violence in the Belgium Congo in July 1960, *General LeRoy Eltinge* departed New York 20 February 1961 to support the U.N. peace mission. After lifting a cargo of famine relief supplies to Pointe Noire, Congo Republic 11 March; she steamed, via Capetown, South Africa, to Port Swettenham, Malaya and Bombay, India to embark 1207 troops for the U.N. Congo operations. Departing Bombay 15 April, she debarked troops and supplies at Mombasa, Kenya, and Dar-es-Salaam, Tanganyika. After operating along the African coast from Nigeria to South Africa, she was released from U.N. operations and departed Capetown for the United States 13 May, arriving New York 30 May. She returned to reduced operational status 29 June. Departing New York 16 July 1962, she sailed via the Panama Canal to San Francisco where she arrived 1 August to resume reserve status.

In response to the mounting crisis in Vietnam, she returned to service 13 May 1965 and embarked 2,497 troops for Southeast Asia. During 1966 *General LeRoy Eltinge* supported America's determination to contain Communism in Vietnam and Southeast Asia through sealifts of men and supplies from west coast ports to the Far East. She returned to San Francisco from Vietnam in January 1967, underwent overhaul, and was placed in ready reserve status.

General Lyon

General Nathaniel Lyon was born in Ashford, Conn., 14 July 1818 and graduated from the U.S. Military Academy in 1841. He served in the Seminole War, the Mexican War, and was promoted to Captain in 1851. After several years duty in California and Kansas he was assigned to the St. Louis Arsenal in February 1861 and promoted to Brigadier General in May 1861. When the Civil War broke out, he armed volunteers and seized Camp Jackson. After an unsuccessful attempt to compromise with Sterling Price and Governor Claiborne F. Jackson, General Lyon pushed up the Mississippi River and captured Jefferson City and Boonville, Mo. Although his troops were badly outnumbered, he attacked the main secessionist forces at Wilson's Creek on 10 August. He was defeated and killed in this battle but not before he had helped to save Missouri for the Union.

(SwStr 2 : t. 468 ; a. 2–12 pdr. r.)

General Lyon was built at New Albany, Ind., in 1860, and operated out of New Orleans, La., as *De Soto*. Taken into service by the Confederacy as a gunboat in 1861 (see vol II, Confederate Appendix), she was captured at Island No. 10 on 7 April 1862. The ship was taken into the Union Army as transport *De Soto*. Transferred to the Navy 30 September 1862, she was renamed *General Lyon* on 24 October 1862, Master John R. Neeld in command.

After undergoing extensive repairs at Cairo, Ill., *General Lyon* saw duty as ordnance, stores, and dispatch ship for the Mississippi Squadron. Leaving Cairo 2 February 1863, she operated for the next two and a half years on the western waters. In April 1863 she was briefly flagship of Rear Admiral D. D. Porter. *General Lyon* returned to Mound City, Ill., 17 February 1865, decommissioned 3 August, and was sold to H. L. Lee 17 August 1865. She redocumented as *Alabama*, and was destroyed by fire at Grand View, La., 1 April 1867.

General M. B. Stewart

Merch Bradt Stewart, born 24 June 1875 at Mitchell Station, Va., graduated from the Military Academy in 1896. During the Spanish-American War he fought in the Battles of El Caney, San Juan Hill, and the Siege of Santiago. In the years that followed, Stewart served at various posts, including duty in Puerto Rico, the Canal Zone, and the Philippine Islands, and a tour as instructor at the Military Academy. He commanded the 175th Brigade, A.E.F., during World War I, earning the Distinguished Service Medal for his exceptional services both at home and at the front. After his return in May 1919, General Stewart served with the General Staff in Washington and completed his military career as Commandant of the Military Academy. He died 3 July 1934 in St. Augustine, Fla.

(AP–140 : dp. 9,950 (lt.) ; l. 522′10″ ; b. 71′6″ ; dr. 24′ ; s. 16.5 k. ; cpl. 356 ; trp. 3,595 ; a. 4 5″, 4 40mm., 16 20mm. ; cl. *General G. O. Squier ;* T. C4–S–A1)

General M. B. Stewart (AP–140) was launched 15 October 1944 under Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif. ; sponsored by Mrs. M. B. Stewart ; acquired by the Navy and simultaneously commissioned at San Francisco 3 March 1945, Captain Minor C. Heine in command.

Following shakedown out of San Diego, *General M. B. Stewart* sailed from San Francisco 2 April 1945 with more than 3,000 troops for Pearl Harbor. After returning to San Francisco 18 April with 1,500 veterans embarked, she made a round-trip voyage out of San Francisco from 26 April to 19 June to transport troops to Pearl Harbor ; the Admiralty Islands ; and Leyte, Philippine Islands. She then departed San Francisco 26 June for Atlantic operations. Reaching Norfolk 11 July, she sailed the 122d to Leghorn, Italy, where she arrived 5 August to embark troops for redeployment in the Pacific. Underway 7 August for the Panama Canal, *General M. B. Stewart* steamed for the East Coast after the Japanese capitulation and arrived 19 August to debark her passengers.

Between late August and early November, *General M. B. Stewart* made two round-trip "Magic-Carpet" voyages to France and a third voyage to India and Ceylon. Departing New York 7 December, she sailed via the Suez Canal to India where she arrived Karachi 28 December to embark 3,300 returning veterans. She sailed 30 December for the United States and arrived Seattle 25 Jan-

uary 1946. From 5 March to 4 April she sailed to Japan with occupation troops and returned to Seattle with military passengers. Sailing for New York 22 April, *General M. B. Stewart* arrived 11 May, decommissioned 24 May, and was turned over to WSA for duty in Army Transport Service.

The transport was reacquired by the Navy 1 March 1950 for use by MSTS. During the rest of 1950 she made two voyages to the Far East, carrying U.S. troops to Japan and Korea. Between 1951 and 1955 *General M. B. Stewart* also sailed from New York to Bremerhaven, Germany, transporting thousands of European refugees to the United States under the International Refugee Organization. In 1953 she made another voyage to Korea and transported home veteran troops before returning to her regular Bremerhaven-New York schedule. She maintained this pattern until being placed in Reduced Operational Status at New York 29 April 1955. She was finally transferred back to the Maritime Administration 21 May 1958 and was placed in the National Defense Reserve Fleet, Hudson River, N.Y., where she remains.

General M. B. Stewart received one battle star for Korean War service.

General M. C. Meigs

Montgomery Cunningham Meigs, born in Augusta, Ga., 3 May 1816, graduated from the U.S. Military Academy in 1836. He served with the Corps of Engineers for a quarter of a century and in 1861 became Quartermaster General. In addition to equipping and supplying the Union Armies during the Civil War, General Meigs supervised the construction of the Washington Aqueduct and the dome and wings of the United States Capitol. After the Civil War, he was a member of the Commission for the Reform and Reorganization of the Army. General Meigs retired in 1882 and died in Washington, D.C., 2 January 1892.

(AP–116: dp. 11,450 (lt.); l. 622'7"; b. 75'6"; dr. 25'6"; s. 21 k.; cyl. 418; trp. 5,289; a. 4 5", 16 1.1", 20 20mm.; cl. *General John Pope;* T. P2–S2–R2)

General M. C. Meigs (AP–116) was launched 13 March 1944 under a Maritime Commission contract by the Federal Shipbuilding & Drydock Co., Kearny, N.J., sponsored by Mrs. Henry R. Arnold; acquired by the Navy 2 June 1944; and commissioned at Bayonne, N.J., 3 June 1944, Captain George W. McKean, USCG, in command.

After two round-trip, troop-carrying voyages between Newport News, Va., and Naples, Italy, from 10 July to 1 September, *General M. C. Meigs* departed 5 September for Rio de Janciro, Brazil. Arriving 18 September, she was visited by Brazilian President Getulio Vargas and embarked 5,200 troops of the Brazilian Expeditionary Force, the first Brazilian troops to be carried by an American transport. She sailed 22 September for the Mediterranean; arrived Naples 6 October; and there embarked troops, civilians, and 460 German prisoners of war for transportation to the United States. Departing Naples 10 October, she embarked additional troops at Bizerte, Tunisia, and at Oran, French Morocco, before returning to New York 22 October.

Between 7 November and 8 March 1945 *General M. C. Meigs* made two similar round-trip voyages from the United States to Italy and North Africa via Brazil, carrying thousands of American and Brazilian troops to Europe for the remaining drive against Nazi Germany and returning several thousand others to the United States and Brazil.

General M. C. Meigs deployed troops to Panama and Puerto Rico from 25 March to 7 April before departing New York 16 April to carry troops to Le Havre, France. There she embarked homebound troops 28 April, sailed for the United States 30 April via Southampton, England. and reached Newport News 14 May. Between 22 May and 14 June she steamed to Naples and returned to Newport News with 5,100 veterans. Sailing again 23 June, she transported occupation troops to Naples, where she then embarked Brazilian troops 4 July and sailed the 6th for Rio de Janeiro. She reached Brazil 18 July and steamed to Baia and Recife, Brazil, before arriving Newport News 12 August. Between 23 August and 17 September she cruised to Naples and returned additional troops to Brazil.

USS *General M. C. Meigs* (AP–116) on 10 July 1944

Departing Rio de Janeiro 20 September, *General M. C. Meigs* steamed via Recife to Marseilles, France, where she arrived 2 October to begin duty with the "Magic-Carpet" fleet. She cruised to the Mediterranean, the Middle East, and the Far East and contributed significantly to the giant task of returning to the United States the veterans of the long, bitter fighting of World War II. After returning to Newport News from Marseilles 12 October, between 21 October and 3 December she steamed from Norfolk to Naples and Karachi, India, to return troops to New York. On 8 December she departed New York for the Far East. Steaming via the Philippines, she arrived Nagoya, Japan, 10 January 1946; embarked a full load of troops; then sailed the 14th for the United States. She reached San Francisco 24 January, decommissioned there 4 March, and was turned over to WSA for transfer to the American President Lines, Ltd., as a passenger ship in the Pacific.

After the outbreak of Communist aggression in Korea 25 June 1950, *General M. C. Meigs* was taken over from the Maritime Commission 21 July and assigned to MSTS. Manned by a civilian crew, she made 19 cruises to the Far East during the fighting in Korea and carried thousands of American troops from the West Coast to ports in Japan and South Korea. Following the uncertain armistice 27 July 1953, she continued to support American readiness in the Far East with troop-rotation cruises during the remainder of 1953 and through 1954. Placed in Reduced Operational Status in 1955, she was transferred to the Maritime Administration 1 October 1958 and entered the National Defense Reserve Fleet at Olympia, Wash., where she remains.

General M. C. Meigs received six battle stars for Korean War service.

General M. L. Hersey

Mark Leslie Hersey, born in Stetson, Maine, 1 December 1863, graduated from the U.S. Military Academy in 1887 and served with the 9th Infantry in Arizona until 1891. He was Professor of Military Science and Tactics at the University of Maine during the next 4 years. He fought in Cuba during the Spanish-American War and again served with the 9th Infantry in the Philippines during the hostilities in China during the Boxer Rebellion. After participating in the Samar Campaign in the Philippines, he returned to the United States in 1902. During World War I, as commander of the 4th Division, A.E.F., he participated in the St. Mihiel and Meuse-Argonne Offensives and was awarded the Distinguished Service Medal, the French Legion of Honor, and the Croix de Guerre with Palm. Promoted to Major General 20 September 1924, he retired from active duty 2 November. Major General Hersey died at Tampa, Fla., 22 January 1934.

(AP–148: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 3,823; a 4 5", 8 1.1", 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General M. L. Hersey (AP–148) was launched under a Maritime Commission contract 1 April 1944 by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. Alice Hersey Wicks, General Hersey's daughter; acquired by the Navy 31 May 1944; and commissioned 29 July 1944; Captain James W. Smith in command.

After shakedown off San Pedro, *General M. L. Hersey* sailed from San Francisco 5 September 1944 with troops and cargo for garrisons in the Southwest Pacific. She reached Milne Bay, New Guinea, 21 September and subsequently carried troops and supplies to the Admiralty Islands, the Russell Islands, and the Solomon Islands, before departing Guadalcanal for the United States 6 October. Arriving San Francisco 19 October, she brought home more than 3,000 veterans of the bitter Pacific fighting. Between 7 November 1944 and 14 August 1945 the transport made four round-trip voyages from San Francisco and Seattle to the Western Pacific, carrying troops to New Guinea, the Philippines, the Palaus, and the Marianas during the final amphibious offensive against Japan. At Leyte in November *General M. L. Hersey* endured frequent air attacks.

Following the surrender, the veteran ship departed Seattle 31 August; and, steaming via the Philippines, she arrived Yokohama 24 September with occupation troops. There she embarked 3,052 troops and departed 5 days later as a unit of Operation "Magic-Carpet," a giant sea-lift designed to return hundreds of thousands of American fighting men to the United States as quickly as possible. Between 3 December and 3 March 1946 she steamed twice to the Far East where she embarked returning veterans at Yokohama and Manila and transported them to San Pedro and San Francisco. Departing San Francisco 23 March, she then steamed via Manila and Singapore to Calcutta, India, and Colombo, Ceylon, where she embarked "Magic-Carpet" troops. She departed Colombo 28 April, sailed via the Suez Canal, and arrived New York 21 May. She decommissioned at New York 1 June and was turned over to WSA 6 June for eventual use as a transport by the Army Transportation Service.

Reacquired by the Navy 1 March 1950, *General M. L. Hersey* was placed in service and assigned to MSTS under a civilian crew. Operating out of New York, she carried European refugees to the United States in support of the International Refugee Organization. During 1952 and 1953 she made four round-trips from San Francisco to the Far East in support of the struggle to repel Communist aggression in Korea. She was placed out of service 11 June 1954 and placed in the Pacific Reserve Fleet at San Diego. Later transferred to the Maritime Administration, on 3 September 1959 she entered the National Defense Reserve Fleet, Suisun Bay, Calif., where she remains.

General M. L. Hersey received one battle star for World War II service and two battle stars for Korean War service.

General M. M. Patrick

Mason Mathews Patrick, born in Lewisburg, W. Va., 13 December 1863, graduated from the U.S. Military Academy in 1886 and was commissioned Second Lieutenant in the Corps of Engineers. During the next three decades he served in a variety of positions. Twice he taught practical military engineering at the Military Academy. He assisted in river and harbor improvements in the Mississippi and Ohio Rivers and in Norfolk Harbor. He commanded the 2d Battalion of Engineers in Cuba during operations prior to the raising of battleship *Maine.* In 1914 he assisted in building Davis Lock, Sault Sainte Marie Canals, Mich. After commanding the 1st Regiment of Engineers on the Mexican border, he joined the A.E.F. during World War I in France, where he took active charge of all construction work and forestry operations. Promoted to Major General in 1918, he was appointed Chief of Air Service. After the Armistice, he represented the A.E.F. at the Paris Peace Conference. In 1921 he became Chief of the Army Air Service, the position he held until his retirement in 1927. Major General Patrick died in Washington, D.C., 20 January 1942.

(AP–150: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 26'6"; s. 16.5 k.; cpl. 425; trp. 3,343; a. 4 5", 8 1.1", 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General M. M. Patrick (AP–150) was launched under Maritime Comission contract 21 June 1944 by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. William E. Lynd; acquired by the Navy 4 September 1944; and commissioned at San Francisco the same day, Captain George W. Stott in command.

After shakedown, *General M. M. Patrick* departed San Francisco 14 October and transported nearly 3,000 troops to Pearl Harbor and Guam before returning to San Fran-

cisco 18 January 1945 with military passengers. Between 19 February and 6 March she carried more troops from Seatle to Hawaii and returned sailors to San Francisco. With a full load of troops embarked, she then sailed 16 March for the Southwest Pacific, where she arrived San Pedro Bay, Philippines, 18 April. After shuttling troops from Allied bases along the northern coast of New Guinea to Luzon, she departed Manila 16 May and brought home returning veterans, arriving San Francisco 12 June. Once again departing San Francisco 28 June, she transported 3,000 troops and passengers to Fremantle, Australia; steamed to Calcutta, India, to embark passengers; then sailed via the Suez Canal to New York, where she arrived 3 September.

On the 22d *General M. M. Patrick* departed on another "Magic-Carpet" voyage to Calcutta and back to New York, arriving 16 November. Departing New York 9 days later, she embarked still more troops at Calcutta, Karachi, and Tuticorin, India; steamed via Ceylon and Singapore for the West Coast; and arrived San Pedro 28 January 1946. She decommissioned 8 March and was returned to WSA 11 March for use as an Army transport under the Army Transportation Service.

General M. M. Patrick was reacquired by the Navy 1 March 1950 and assigned to duty as an overseas transport under MSTS. Manned by a civilian crew, during the Korean war she operated between Seattle and the Far East and carried tens of thousands of combat troops in support of the effort to repel Communist aggression in Korea. After the armistice, she continued steaming from Seattle to Yokohama, Japan, and back, returning veterans of the Korean fighting to the United States and deploying troops to the Far East. She was returned to the Maritime Administration 17 October 1958 and entered the National Defense Reserve Fleet at Olympia, Wash., where she remains.

General M. M. Patrick received two battle stars for Korean conflict service.

General Maurice Rose

A former name retained. Maurice Rose, born 26 November 1899 at Middletown, Conn., enlisted as a private in the Colorado National Guard in June 1916; attended Officers Training School at Fort Riley, Kans., in 1917; and was commissioned Second Lieutenant in the Infantry 15 August. In May 1918 he sailed with the 333d Infantry for duty in France, where he participated in the St. Mihiel Offensive. After his return to the United States in January 1920, he served during the next two decades at various posts in the United States and at Corozal, C.Z. Following the Japanese attack on Pearl Harbor, he became Chief of Staff of the 2d Armored Division in January 1942. Promoted to Brigadier General 2 June 1943, he assumed command of the 3d Armored Division in France 7 August 1944. He was promoted to Major General 5 September and was killed in action in Germany 31 March 1945.

Admiral Hugh Rodman (AP–126) (*q.v.*) was reacquired by the Navy from the Army Transport Service as *General Maurice Rose* 1 March 1950 and assigned to MSTS. Manned by a civilian crew, she operated out of New York in the Atlantic and the Mediterranean during the next 15 years. Steaming primarily between New York and Bremerhaven, Germany, she completed more than 150 round-trip voyages while carrying military dependents and European refugees and rotating combat-ready troops. In addition she deployed to the Mediterranean 17 times to support peace-keeping operations of the mighty 6th Fleet.

Following the gallant but abortive Hungarian Revolution in October 1956, *General Maurice Rose* completed three runs to Bremerhaven and back between 12 January and 27 March 1957 in support of the operation to transport Hungarian refugees to the United States. On three deployments to the Eastern Mediterranean between 1 April and 5 October, she supported units of the 6th Fleet during Communist-inspired political crises that threatened the pro-Western government of Jordan.

After completing nine voyages to Bremerhaven and back between 16 January and 4 August, *General Maurice Rose* departed New York 14 August for transport duty to Southeast Asia. In response to America's determina- to defend the integrity and independence of South Vietnam from external Communist aggression, she sailed via Long Beach, Calif., and Pearl Harbor to Qui Nhon, South Vietnam, arriving 14 September, and debarking troops and supplies. Departing the 19th, she steamed via Okinawa and the West Coast and reached New York 18 October. During the first 8 months of 1966, she made eight round-trip runs to Europe and back. On 8 September she again departed New York for trooplift duty to South Vietnam. She operated in the Western Pacific, supporting the forces of freedom in Southeast Asia through the end of 1966. She returned to New York late in January 1967 for overhaul and was placed in ready reserve status.

General Mifflin

Thomas Mifflin, born in Philadelphia, Pa., 10 January 1744, graduated from the College of Philadelphia at age 16 to become one of the youngest members of the First Continental Congress. He became Aide-de-Camp to Washington in 1775 and in August of that year was appointed Quartermaster General of the Continental Army. General Mifflin fought at the battles of Princeton and Trenton, in the defense of Philadelphia, and was promoted to Major General in 1777. Resigning from the Army after the war, he served in Congress from 1782 to 1784, presiding over it the last year. He then was elected Governor of Pennsylvania for three terms. A member of the state legislature from then on, he died 20 January 1800.

(Slp)

General Mifflin was a small sloop procured by General Washington in the spring of 1776. Upon arrival in New York in April, the general fitted out a small fleet of vessels for the protection of the local waters, *General Mifflin* among them. She cruised in the neighborhood of Long Island, often in company with sloop *Montgomery*, and captured several vessels, before her final disposition.

General Nelson M. Walker

A former name retained. Nelson Macy Walker, born 27 September 1891 at Pittsfield, Mass., attended Officers Training Camp, Plattsburg, N.Y., and was commissioned Second Lieutenant in the Infantry Reserve 15 August 1917. He went to France with the 47th Infantry Regiment in April 1918 and participated in the Aisne-Marne, St. Mihiel, and Meuse-Argonne Offensives. He was wounded in action 5 July 1918. He continued action with the American forces in Germany until July 1919 when he returned to the United States. During the next 18 years he was stationed at various Army posts in the United States. From July 1937 until August 1938, he served with the 15th Infantry in Tientsin, China. After the entry of the United States into World War II, he was assigned to Headquarters, Army Ground Forces, in Washington, D.C. Promoted Brigadier General 11 September 1942, he became Assistant Division Commander, 8th Infantry Division, in November 1943. He was killed in France 10 July 1944 during the invasion of Western Europe.

Admiral H. T. Mayo (AP)–125) (*q.v.*) was reacquired by the Navy from the Army Transport Service as *General Nelson M. Walker* 1 March 1950 and assigned to MSTS.

After the outbreak of the Korean conflict, *General Nelson M. Walker* transported men and equipment from the West Coast to the Pacific staging areas. On 31 May 1952 her Pacific runs were interrupted when she sailed for the East Coast, arriving Norfolk 14 June. Following two cruises to Bremerhaven, *General Nelson M. Walker* returned to her West Coast-Far East cruises.

She continued these operations until 28 November 1955 when she was placed in a reduced operational status. Departing San Francisco 9 January 1957, she sailed through the Panama Canal and on to Bremerhaven, where she embarked Hungarian refugees for transport to New York. Arriving there 14 February, *General Nelson M. Walker* was transferred to the Maritime Administration and placed in ready reserve status. Berthed in the Hudson River, she joined the National Defense Reserve Fleet 20 January 1959.

During the rapid buildup of American forces in Vietnam, it was necessary to reactivate additional ships to facilitate the flow of troops and equipment to Southeast Asia. *General Nelson M. Walker* was transferred to MSTS 14 August 1965, and from December 1965 to August 1966 she made five cruises from San Francisco to Japan, Okinawa, and Vietnam. She continued this vital duty carrying troops to Vietnam to bolster Allied forces fighting Communism through mid-1967 and is scheduled to carry on the task through the end of the year.

General O. H. Ernst

Oswald Herbert Ernst, born near Cincinnati, Ohio 27 June 1842, graduated from the U.S. Military Academy in 1864 and served at various posts with the Corps of Engineers and then as a member of the astronomical expedition to Spain in 1870. He served as Superintendent of the Military Academy from 1893 until 1898. During the Spanish-American War, he commanded a brigade in Puerto Rico, then served as Inspector General of Cuba until 1899. Later a member of the original Isthmian Canal Commission and in charge of river and harbor improvements at Baltimore, Galveston, and Chicago, General Ernst retired from active duty in 1906. Promoted to Major General in 1916, he died in Washington, D.C., 21 March 1926.

(AP–133: dp 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 26'6"; s. 16 k.; cpl. 426; trp. 3,343; a. 4 5", 8 1.1", 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General O. H. Ernst (AP–133) was laid down under Maritime Commission contract 29 June 1942 by Kaiser Co., Inc., Yard 3, Richmond, Calif.; launched 14 April 1943; sponsored by Mrs. L. M. Giannini; acquired by the Navy 31 March 1944; commissioned 22 April 1944, Comdr. R. W. Dole in command; transferred to Portland, Oreg., for conversion to a transport by Commercial Iron Works, Portland; decommissioned 13 May 1944; and recommissioned 15 July 1944.

General O. H. Ernst sailed from Seattle 27 August 1944; and, after embarking more than 3,000 fighting men at Honolulu, she transported troops to Guadalcanal, Manus, and Ulithi before returning to San Diego 4 December. Underway again 10 days later, she carried troops to Guadalcanal and promptly returned to the West Coast, reaching Seattle 20 January 1945. Following a round-trip voyage during February to Honolulu and back to San Francisco, the busy transport made a round-trip voyage between 17 March and 22 May, carrying troops from San Francisco to New Hebrides, New Caledonia, New Guinea, Leyte, and the Admiralties.

General O. H. Ernst departed San Francisco 30 May for the Panama Canal and Europe; and, after embarking veterans at Le Havre, France, she steamed to Norfolk, arriving 2 July. A week later she departed for Naples, Italy, and carried troops thence via the Panama Canal to Hollandia, New Guinea, where she arrived 27 August. Touching Manila 2 September, the ship departed Tacloban 15 September for San Pedro, Calif., arriving 1 October. As part of the post-war "Magic-Carpet" fleet, she between 1 November and 29 July 1946, made six troop-rotation voyages out of San Pedro and Seattle to Japan, Korea, Okinawa, and Pearl Harbor.

General O. H. Ernst returned to San Francisco from the Far East 29 July 1946, decommissioned there 15 August. Returned to WSA the same day, she entered the National Defense Reserve Fleet at Suisun Bay, Calif. She was sold to Bethlehem Steel Corp., Wilmington, Del., in April 1964 and renamed *Calmar.*

General Omar Bundy

Omar Bundy, born 17 June 1861 at New Castle, Ind., graduated from the Military Academy in 1883 and served on the American frontier, participating in campaigns against Crow and Sioux Indians. During the Spanish-American War he fought with the 5th Army Corps in Cuba and received the Silver Star for gallantry at El Caney. From 1899 to 1902 he served in the Philippines during the insurrection and subsequently, after teaching law at Fort Leavenworth, Kans., fought the Moros in the Philippines in 1905–06. General Bundy served within the continental United States until 1917 when he assumed command of the 1st Brigade, 1st Expeditionary Division, and sailed for France in June 1917. As a division and corps commander during World War I he participated in the occupation of the Toulon Rupt, and Troyon Sectors and served in the Aisne-Marne Operations and in the occupations of the Chateau-Thierry and Pas Fini Sectors. Following the war he commanded Camp Lee, Va., the VII Corps Area, the Philippine Division, and the V Corps Area. For his services in World War I, General Bundy was awarded the French Legion of Honor, Commander, and the French Croix de Guerre with Palm. He died in Washington, D.C., 20 January 1940.

(AP–152: dp. 17,250; l. 522'10"; b. 71'6"; dr. 26'6"; s. 16.5 k.; cpl. 356; trp. 3, 823; a. 4 5", 4 40mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General Omar Bundy (AP–152) was launched 5 August 1944 under a Maritime Commission contract by the Kaiser Co., Richmond, Calif.; sponsored by Mrs. Lawrence of Richmond; acquired and simultaneously commissioned 6 January 1945, Captain L. Wainwright in command.

General Bundy stood out of San Francisco Bay 10 March 1945 with 2,700 sailors and marines bound for the Southwest Pacific, and after delivering them to Pearl Harbor, Ulithi, and Guam, returned to San Diego 11 May with over 1,700 homeward-bound troops after debarking 200 Japanese POW's at Pearl Harbor on 3 May. Six days later she sailed for the Atlantic via the Panama Canal and put in at Norfolk, Va., 31 May. Underway again on 9 June, she touched Marseille to embark 2,800 troops for redeployment to the Pacific theater and brought them safely to Manila on 6 August 1945 via Panama. She brought nearly 500 officers and men from Manila to Tacloban, Leyte, Philippine Islands, and after embarking 1,500 veterans there, sailed via Ulithi and Guam to off-load her passengers at Seattle, Wash., on 4 September. Continuing her Magic Carpet duties, *General Bundy* transported 3,000 replacement troops from Seattle to Okinawa in late September and October, returning to Portland, Oreg., on 2 November 1945 with nearly 3,000 victorious soldiers. The ship returned to the Philippines in November to embark 3,300 returning veterans, and brought them home to San Francisco on 19 December 1945.

In 1946 *General Bundy* continued her "Magic-Carpet" and troop rotation duties, homeported at San Francisco and calling at Japan and Manila in February and at the Philippines again in April, returning to San Francisco after this last round-trip voyage and sailed from that port 17 May 1946 bound for New York via the Panama Canal. She decommissioned 14 June 1946 and was delivered to the Maritime Commission the next day. *General Omar Bundy* was struck from the Navy list on 8 October 1946.

The transport was transferred to the War Department 30 August 1946 and carried troops for the Army until returned to the Maritime Commission 12 December 1949. *General Omar Bundy* entered the National Defense Reserve Fleet and was berthed in the James River until delivered to the Bethlehem Steel Corp. 10 April 1964. Converted to a freighter, she operates under the name *Portmar.*

General Pike

Zebulon Montgomery Pike, born in 1779 at Lamberton (now a part of Trenton), N.J., was the son of Zebulon Pike, a captain in the Continental Army. In 1794 young Pike entered his father's company as a cadet to be commissioned Second Lieutenant 3 March 1799. In 1805 President Jefferson chose Pike to command an expedition to the upper Mississippi region of the Louisiana Territory. When he returned to St. Louis in April 1806, he was sent to explore the sources of the Arkansas and Red Rivers. During this expedition he discovered the mountain peak in Colorado which now bears his name. Pike was captured by the Spanish 26 February 1807 but was released a few months later. In the ensuing years he rose through the ranks rapidly, reaching Brigadier General 12 March 1813. He served as Adjutant and Inspector General in the campaign against York (now Toronto), Canada. He commanded American troops sent ashore during a successful assault 27 April 1813 but was killed by the explosion of a British magazine, which was ignited by retreating troops as American forces stormed the garrison.

(Ship: t. 875; lbp. 145'; b. 37'; dph. 15'; cpl. 300; a. 26 24-pdrs.)

General Pike was laid down by Henry Eckford, a New York City shipbuilder who supervised the construction of warships on Lake Ontario, at Sackett's Harbor 9 April 1813. Set on fire 29 May during a British attack on Sackett's Harbor, the unfinished ship was saved and launched 12 June 1813, Master Commandant Arthur Sinclair in command. She was made ready to sail by July and on 21 July she joined Commodore Isaac Chauncey's squadron. She sailed to the head of Lake Ontario, arriving off Niagara 27 July. While cruising the lake, she engaged British ships under Commodore Yeo in an indecisive battle on 10 and 11 August.

General Pike returned to Sackett's Harbor 13 August and provisioned before returning to the head of the lake to search out British ships. After almost a month of maneuvering and stalking to gain an advantage over the British, she joined Chauncey's ships in a brief encounter against the British off the mouth of the Genesee River 11 September. On 28 September the two forces again met at York Bay, Ontario, and engaged in a fierce, but still indecisive, battle. During heated exchanges of gunfire between American and British ships *General Pike* fought in heavy action against British ship *Royal George* and rendered gallant service throughout the encounter.

After returning to Sackett's Harbor early in October, *General Pike* supported troop movements against the British at the lower end of Lake Ontario until mid-November when she returned to the Niagara Peninsula to cover the transfer of American troops from Fort Niagara to Sackett's Harbor. She remained at Sackett's Harbor during the winter months.

Throughout the remainder of the War of 1812, *General Pike* continued to operate with Chauncey's squadron. After the British withdrew blockading ships off Sackett's Harbor early in June 1814, she joined other American ships in a blockade of British ships at Kingston, Ontario. The American forces kept Yeo's ships within Kingston harbor, and *General Pike* cruised Lake Ontario freely from the head of the St. Lawrence to Sackett's Harbor. Following the end of the war, she was laid up at Sacket's Harbor and was sold in 1825.

General Pillow

Gideon J. Pillow, born in Williamson County, Tenn., 8 June 1806, graduated from the University of Nashville in 1827. He became a successful criminal lawyer, practicing for a time with James K. Polk, and was active in national politics. Appointed Brigadier General of Volunteers in 1846, he served with General Taylor on the Rio Grande and with General Scott at Vera Cruz, Cerro Gordo, Contreras, and Chapultepec. At the beginning of the Civil War, he accepted a commission as Brigadier General in the Confederate Army. General Pillow fought at Belmont, Mo., in 1861 and was second in command at Fort Donelson in February 1862 when it fell to General Grant. He escaped but held no important command after that time. When the war ended, Pillow returned to his law practice until his death at Helena, Ark., 8 October 1878.

(SwStr: t. 38; l. 81'5"; b. 17'1"; dph. 3'8"; a. 2 12-pdr. how.)

General Pillow (Gunboat No. 20) was originally Confederate steamer *B. M. Moore* (see *DANFS* II, 502) and served the South as a gunboat until she was captured on the Hatchee River, Tenn., by *Pittsburg* 9 June 1862. She was transferred to the Union Navy by the War Department; and after outfitting and repairs at Cairo, Ill., *General Pillow* departed Cairo 23 August for duty with the Mississippi Squadron, Lt. LeRoy Fitch in command.

General Pillow became part of the light draft squadron on the Tennessee and Cumberland Rivers, and for the next several months convoyed troop transports and fought guerrillas on the riverbanks. February 1863 saw her again at Cairo guarding mortar ships and ammunition barges, in addition to making occasional visits to Mound City, Ill., and the mouth of the Tennessee River. She continued this duty until July 1865 when she was turned over to the Commandant of the Naval Station, Mound City, for disposal. *General Pillow* was sold at Mound City 26 November 1865 to Wetzel and Hallerburg.

General Price, see *General Sterling Price*

General Putnam

A former name retained. See *William G. Putnam* for biography.

(SP–2284: t. 205; l. 122'6"; b. 28'; dr. 9'; s. 12 k.; cpl. 13; a. none)

General Putnam (SP–2284), a ferry boat, was built in 1902 by Pusey & Jones, Wilmington, Del.; acquired under charter by the Navy 6 February 1918 from her owner, John E. Moore & Co., New York City; taken over 16 July 1918; and placed in service at New York City 29 July 1919.

Assigned to the 3d Naval District, *General Putnam* was manned by the owner's civilian crew and was used as a ferry boat between New York Navy Yard and Ellis Island. After the Armistice, she was returned to her owner 2 October 1919.

General R. E. Callan

Robert Emmet Callan, born 24 March 1874 at Baltimore, Md., graduated from the Military Academy and was assigned to the 5th Artillery. Following service in Cuba, Puerto Rico, West Point, and Washington, D.C., he became Chief of Staff of the Philippine Department in 1917. During WWI he was on duty in France and was Chief of Staff of the 1st Army Artillery, Commanding General of the 33d Artillery Brigade, and participated in the Montdidier-Noyon Defensive and in the Aisne-Marne Offensive. General Callan served in New York, Panama, and Hawaii before his promotion to Major General in 1931. He commanded the 3d Corps Area, Baltimore, Md., until retiring at his own request in 1936 after 40 years of service. General Callan was awarded the Distinguished Service Medal for his services during WWI. He died 20 November 1936 at Washington, D.C.

(AP–139: dp. 17,250; l. 522'10"; b. 71'6"; dr. 26'6"; s. 16.5 k; cpl. 449; a. 4 5")

General R. E. Callan (AP–139) was launched 27 April 1944 under a Maritime Commission contract by Kaiser Inc., Richmond, Calif; sponsored by Mrs. Robert E. Callan, wife of General Callan; acquired 7 July 1944;

and commissioned 17 August 1944, Comdr. Robert C. Starkey in command.

General Callan sailed from San Francisco 25 September 1944 with Army troops and debarked them at Oro Bay and Langemak Bay New Guinea, on-loading at the latter port 2,700 troops and casualties which she put ashore at San Francisco 1 November on her return. She embarked over 2,600 fighting men at San Diego and after touching San Francisco 13 November, got underway from that port 3 days later for Kahului Harbor, Hawaii, where she debarked the troops and returned to San Francisco 2 December with over 250 homeward-bound veterans. From 20 December 1944–8 February 1945 the transport carried 2,500 troops from San Francisco to Eniwetok and Guam, returning to Los Angeles the latter date with 2,500 troops embarked at Pearl Harbor. *General Callan* then stood out 23 March 1945 with more than 3,000 fighting men bound for Melbourne, Australia; Calcutta, India; and Trincomalee, Ceylon; returning via Fremantle, Australia; Manus, Tinian, Saipan, Guam, and Pearl Harbor to moor at San Francisco 28 June.

Two days later the busy ship steamed under the Golden Gate bound for Norfolk, Va., closing that port 15 July and getting underway again 25 July for France. She embarked over 3,000 troops at Marseille 6 August and returned to Norfolk 18 August to debark her war-weary passengers. From 20 August–12 September the ship made another voyage to Marseille and put in at Boston 12 September with over 4,000 troops. On 26 September she stood out to eastward, touching Karachi, India, via the Suez and returning to New York with a full load of veterans on 21 November. After a round-the-world troop rotation cruise which brought the ship to Karachi, Singapore and Hawaii after her departure 7 December 1945 from New York, *General Callan* moored at Seattle on 30 January 1946. Following a voyage to Leyte, she returned to San Francisco in early April, and subsequently sailed thence via Panama for Boston, where on 24 May 1946 she was placed out of commission and turned over to the Maritime Commission for peacetime operations as an Army transport. Her name was struck from the Navy List on 19 June 1946.

General R. E. Callan was reacquired from the Army on 28 April 1950 and manned by a Civil Service crew for transatlantic passenger service under the MSTS until 29 May 1958 when her name was again struck from the Navy List. Returned to the Maritime Commission, she was assigned to the Maritime Reserve Defense Fleet in the Hudson River, N.Y.

General R. E. Callan was transferred to the Air Force 15 July 1961 and renamed *General H. H. Arnold.* On 1 July she was acquired by the Navy and designated T–AGM–9. *General R. E. Callan* now operates in the Atlantic under MSTS as a missile range instrumentation ship.

General R. L. Howze

Robert Lee Howze, born in Rusk County, Tex., 22 August 1864, graduated from the Military Academy in 1888. As a young officer he fought in the Indian Wars and earned the Medal of Honor fighting off a Sioux attack 1 January 1891. In the Spanish-American War Howze served in Cuba and later the Philippines. Following a tour of duty in Puerto Rico, he was Commandant of Cadets at the Military Academy 1905 to 1909. This brought him staff posts in several major commands, and command of a cavalry unit with Pershing on the Mexican border. At the outbreak of World War I, Howze was appointed Major General and commanded the 38th Division. He took part in the Meuse-Argonne fighting and marched to the Rhine as Commander, 3d Division. He received the Distinguish Service Medal for World War I service. Returning from France, Howze was appointed Major General in the regular Army in 1922. He died at Columbus, Ohio 19 September 1926.

(AP–134: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 3,530; a. 4 5", 8 1.1", 16 20mm.; cl. *General G. O. Squier*; T. C4–S–A1)

General R. L. Howze (AP–134) was laid down under Maritime Commission contract 22 July 1942 by Kaiser Co., Inc., Yard 3, Richmond, Calif.; launched 23 May 1943; sponsored by Mrs. W. C. Gardenshire; acquired by the Navy 31 December 1943; converted to a transport by Matson Navigation Co., San Francisco; and commissioned at San Francisco 7 February 1944, Captain L. H. Baker, USCG, in command.

After shakedown off San Diego, the transport loaded supplies, embarked troops at San Francisco, and sailed 20 March 1944 for New Guinea. *General R. L. Howze* carried troops to Milne Bay and Lae to support the American buildup of pressure in the southwest Pacific returning to San Francisco 2 May 1944. Subsequently, the ship steamed to Guadalcanal, Manus, Eniwetok, and many other islands as the rising tide of the Navy's amphibious offensive swept toward Japan. She carried troops, supplies, and even Japanese prisoners of war on a total of 11 voyages to the combat areas of the Pacific, before returning to San Francisco 15 October 1945, after the Japanese surrender.

In November, *General R. L. Howze* steamed to the Philippines to bring home veterans, and sailed 10 January 1946 for England with 3,400 German prisoners. After touching at Liverpool 31 January, she brought American troops from Le Harve to New York 16 February, and made a final voyage to France for more returning veterans. *General R. L. Howze* decommissioned at New York 1 April 1946 and was returned to WSA for transfer to the War Department. She was placed in reserve in the James River 6 August 1947, and returned to the War Department as an Army Transport in 1948.

The veteran transport was reacquired by the Navy 1 March 1950 and joined MSTS with a civilian crew. For the next year *General R. L. Howze* sailed to and from Europe for the International Refugee Organization, bringing displaced persons from Eastern Europe to the United States. In mid-1951, she was transferred to the Pacific, and steamed between San Francisco and the Far East with troop replacements for U.N. fighting in Korea. She continued this vital role helping to defend freedom in Korea, both during the active fighting and after the armistice.

However, in September 1954, *General R. L. Howze* was diverted from her normal pattern of sailings to take part in Operation "Passage to Freedom." For 5 months she and other Navy ships brought tens of thousands of refugees from North to South Vietnam as that unfortunate country was partitioned.

General R. L. Howze made two more voyages to the Far East supporting America's important readiness forces before returning to Seattle 31 December 1955. She remained inactive until entering the reserve fleet at Astoria, Oreg., 15 July 1957. The ship was finally returned to the Maritime Administration 17 July 1958 and placed in the Maritime Defense Reserve Fleet at Astoria, where she remains.

General R. L. Howze received six battle stars for Korean War service.

General R. M. Blatchford

Richard M. Blatchford, born 17 August 1859 at Fort Hamilton, N.Y., served on the American frontier in Dakota Territory, Kansas, and Arizona. Following two tours of duty in Puerto Rico he served both in the field and in garrison in the Philippines from 1901–04. After frontier and border patrol assignments, General Blatchford sailed for France in July 1917 and during World War I was commanding general of the Line of Communications, A.E.F. Following his return to the United States he served in Panama, Ohio, California, and Washington, retiring from active service 1 December 1922. He died 31 August 1934 at San Francisco, Calif.

(AP–153: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 26'6"; s. 16.5 k; cpl. 256; trp. 3,823; a. 4 5", 8 1.1", 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General R. M. Blatchford (AP–153) was launched 27 August 1944 under a Maritime Commission contract by the Kaiser Co., Richmond, Calif.; sponsored by Mrs. William Anderson of San Francisco; acquired and simultaneously commissioned 26 January 1945, Comdr. Allen H. Guthrie in command.

General R. M. Blatchford sailed from San Francisco 12 March 1945 with over 3000 fighting men and debarked them at Manila 13 April, returning to San Francisco 22 May to off-load 2000 troops taken on board at Biak and Finschhafen. She sailed 30 May for France via the Panama Canel, touched at Le Havre 20 June, and debarked more than 3,000 returning troops at Boston 1 July. Five days later the transport sailed to redeploy troops from the European to the Pacific theater, embarking 3000 soldiers at Leghorn, Italy, and bringing them safely to Luzon and Manila in August 1945. *General R. M. Blatchford* embarked more than 1,000 troops and casualties at San Pedro, Philippine Islands, and put in at Seattle 30 September 1945.

Continuing her Magic Carpet assignments, the ship sailed from Seattle 16 October with 2,800 rotation troops and debarked them at Nagoya, Japan, where 3,000 homeward veterans were loaded and put ashore at San Francisco 20 November. From 28 November 1945–7 May 1946 three more round trip voyages from Seattle to the Far East were made, the transport bringing near-capacity loads of troops to and from Nagoya, Yokohama, and Shanghai and mooring at San Francisco 7 May 1946 with completion of these duties.

On 9 May *General R. M. Blatchford* departed for Norfolk, Va., via the Panama Canal and moored at that port 24 May. She was decommissioned at Baltimore, Md., on 12 June 1946 and returned to the Maritime Commission for operations as an Army transport. She was reacquired by the Navy on 1 March 1950 for operations by a Civil Service crew under the MSTS transported thousands of troops from the West Coast in support of United Nations Forces in Korea.

On 11 February 1961 she sailed from New York for two and a half years overseas service in the United Nations Congo sealift. Earning her the nickname of "Ambassador Ship," her crew cemented goodwill relations for the United States in the best traditions of the People-to-People Program while helping to keep the peace in the Congo. The veteran transport travelled 174,000 nautical miles in ferrying 36,809 passengers to and from the Congo, Morocco, India, Pakistan, Malaya, and Indonesia. She circumnavigated the African continent several times and criss-crossed the Indian Ocean repeatedly while rotating United Nations soldiers, doctors, nurses, and technicians assigned to the Congo. *General R. M. Blatchford* arrived New York on 11 August 1963 with high praise from her government and United Nations Secretary General U Thant who said, "The ship and her devoted master and crew have been a mainstay of the United Nations Operations in the Congo, and they have never failed us, even when their duties must have seemed arduous and incessant."

She continued to operate in the Atlantic supporting U.S. Forces in Europe until transferred to the Pacific in 1965 to carry troops to Vietnam. She continued this vital task until overhauled at San Francisco in January 1967 and entering ready reserve status.

General R. M. Blatchford received two battle stars for service during the Korean war.

General S. D. Sturgis

Samuel Davis Sturgis, born 1 August 1861 at St. Louis, Mo., graduated from the Military Academy in 1884 and served in the Artillery. Following duty in San Francisco, New York, Missouri, Maryland, and Kansas, he served in the Philippines, Dakota Territory, and Cuba. He returned to the Philippines in 1901 and subsequently was on duty in Utah, Wyoming, Texas, and Hawaii. General Sturgis served with the AEF in France during World War I commanding in turn the 87th and 80th Divisions. He participated in the Meuse-Argonne Offensive and in the occupation of the 1st Army Defensive Sector. After the war he served in Georgia, Arkansas, Illinois, Ohio, Panama, and Maryland before retiring 1 August 1925. General Sturgis died 6 March 1933 at Washington, D.C.

(AP–137: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 3,343; a. 4 5", 8 1.1", 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A2)

General S. D. Sturgis (AP–137) was launched under Maritime Commission contract 12 November 1943 by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Miss Rio Ivanhoe; acquired by the Navy 31 March 1944; placed in ferry commission 24 April 1944 for transfer to Portland, Oreg.; decommissioned 25 May 1944; converted to a transport by Kaiser Co., Inc., Vancouver, Wash.; and placed in full commission at Portland, Oreg., 10 July 1944, Comdr. D. S. Baker in command.

After shakedown calls at San Francisco and Los Angeles, *General S. D. Sturgis* arrived Seattle 10 August 1944 to embark cargo, troops, and passengers before getting underway 8 days later. She debarked troops and supplies at Honolulu 24 August and returned to San Francisco 2 September with hospital patients. From 27 September to 6 November the ship made one round-trip voyage from San Francisco to Pearl Harbor and one from Seattle before returning to San Francisco. She sailed from that port 16 November with troops and supplies bound for the Southwest Pacific. Touching Eniwetok 4 December and arriving at Ulithi 5 days later, she assumed duty there as a station receiving ship. *General S. D. Sturgis* carried part of Admiral Halsey's 3d Fleet staff via Eniwetok to Pearl Harbor, finally reaching Seattle 19 February 1945. From 6 April to 2 June she made a round-trip, troop-carrying voyage from San Francisco to Langemak Bay and Hollandia, New Guinea; and San Pedro, Leyte as the Pacific campaigns reached a climax.

She now headed for Europe, departing San Francisco 16 June for France. After embarking troops at Marseilles 9 July, she departed the next day to redeploy them in the Pacific.

Debarking her passengers at Manila 20 August, *General S. D. Sturgis* sailed from that port 6 days later with officers and officials of the United States, Australia, Canada, Netherlands East Indies, China, and the Philippines, delivering them to Tokyo Bay 31 August to witness the historic Japanese surrender ceremonies there 2 September. The ship got underway 26 September for Seattle, arriving there 8 October. She then made three round-trip voyages from the West Coast to Japanese ports, supporting occupation troops before departing San Francisco on an around-the-world voyage calling at Manila, Singapore, Calcutta, and Port Said, and arriving New York 10 May 1946. She decommissioned 24 May 1946 and was delivered to WSA for peacetime operation as an Army transport.

Reacquired by the Navy 1 March 1950, she was assigned to MSTS and manned by civilians. As war broke out in Korea, *General S. D. Sturgis* took up the vital job of carrying U.N. troops to and from the Korean fighting. For the Korean War period, she sailed from New York to Bremerhaven and Mediterranean ports, embarking allied troops, and transported them to Pusan.

Following the Armistice, the transport rotated Greek, Turkish, Ethiopian, and Philippine troops in Korea, helping to maintain the high state of readiness among U.N. forces in that volatile land. During 1955, the ship made three voyages from New York to Bremerhaven, supporting American troops in Europe. She was placed in reduced operational status at New York 28 May 1955. *General S. D. Sturgis* was later returned to the Maritime Administration and was placed in the National Defense Reserve Fleet, Beaumont, Tex., 22 August 1958, where she remains.

General S. D. Sturgis received three battle stars for Korean War service.

General Schuyler

Philip John Schuyler, born 11 November 1733 in Albany, N.Y., served as a colonial officer in the British Army from 1755 to 1758. He represented Albany in the New York Assembly from 1768 to 1775 and served as a delegate to the Second Continental Congress in May 1775. Appointed Major General 19 June, he took command of the Northern Department of New York to plan for the invasion of Canada. Marching northward from Ticonderoga 28 August, his force began a successful 5-week siege against St. John's 6 September. A week later, ill health forced General Schuyler to give actual command to Brigadier General Richard Montgomery. The expedition occupied Montreal 13 November; but, after a combined assault with Arnold's troops against Quebec 31 December, during which Montgomery was killed, the American army retreated to Crown Point, N.Y., the following spring. General Horatio Gates, who took command from General John Sullivan, blamed General Schuyler for the disasterous Canadian expedition; and, engaging in military intrigue, he brought about Schuyler's dismissal in August 1777. After resigning from the Army in April 1779, Schuyler served during the next decade as a member of the Continental Congress and as a state senator from western New York. In 1788 he joined his son-in-law, Alexander Hamilton; John Jay; and other Federalists in leading the movement for ratification by New York of the Federal Constitution. He served in the United States Senate from 1789 to 1791 and from 1797 to 1798. General Schuyler died in Albany 18 November 1804.

General Schuyler, a small sloop, was purchased by the New York Committee of Safety early in 1776; fitted out by March; and commissioned in the State Navy, James Smith in command. After the British evacuated Boston 17 March, General Washington transferred his forces to New York which soon became the focal point of the war. After his arrival in April, he requested the use of the New York fleet, and *General Schuyler* was transferred to his control. Commissioned as a Continental privateer in April, she patrolled local waters to suppress illicit trading.

While cruising off New York in June, *General Schuyler* recaptured a transport that had been taken originally by Continental brig *Andrew Doria* and then recaptured by British frigate *Cerberus*. During the same month and under the command of Lt. Joseph Davidson she recaptured four prizes of British frigate *Greyhound*, while cruising with *Montgomery*. Later that year *General Schuyler* recaptured *Crawford*, another prize of *Cerberus*. She operated in Long Island Sound and the Hudson River until the British captured New York in August 1776, but her subsequent career and final disposition are unknown.

General Sherman

William Tecumseh Sherman, born in Lancaster, Ohio, 8 February 1820, graduated from the U.S. Military Academy in 1840. After serving at various posts and in California during the Mexican War, Sherman resigned from the Army in 1853 to become superintendent of a military school at Alexandria, La. When secession of southern States escalated into Civil War, Sherman was appointed Colonel, commanding the newly formed 13th U.S. Infantry. During the first Battle of Bull Run, he commanded a brigade under McDowell. Soon he commanded Union forces in Kentucky and later led a new division under Grant in the Battle of Shiloh which won him promotion to Major General of Volunteers. His service at Vicksburg helped reduce that Southern stronghold. Given command of the Army of the Tennessee in September 1863, Sherman replaced Grant in supreme command in the West in spring 1864 and began his advance on Atlanta. General Sherman took Atlanta 1 September and began his famous march through Georgia, occupying Savannah 21 December 1864. He was advanced to Lieutenant General in 1866, and became General upon succeeding Grant in 1869 in command of the Army. He retired 1 November 1883, after over 40 years of brilliant service. General Sherman died in New York 14 February 1891.

(SwStr: t. 187; l. 168′ b. 26′; dph. 4′6″; a. 2 20-pdr. P.r., 3 24-pdr. how.)

General Sherman was one of four light wooden gunboats built at Chattanooga, Tenn., for the War Department in 1864. She commissioned at Bridgeport, Ala., 27 July 1864, Acting Master Joseph W. Morehead in command.

General Sherman was assigned to the 11th District, Mississippi Squadron, and became part of Lt. Moreau Forrest's gunboat fleet on the upper Tennessee River. Leaving Bridgeport 22 August, she patrolled with other gunboats between Decatur, Ala., and Mussel Shoals, controlling guerrilla attacks and working to prevent major elements of Confederate General Hood's army from crossing the river into Tennessee. *General Sherman* continued to patrol until she returned to Bridgeport for repairs 17 December.

Returning to the upper Tennessee River, *General Sherman* lent vital artillery support to the forces of General Steedman at Decatur, 27 December, shelling Confederate emplacements as Union troops crossed the river. She again patrolled the river, attempting to cut off the withdrawal of Hood's army from Tennessee and convoying Union supply ships, until the war ended. She was returned to the Army Quartermaster Department at Chattanooga, Tenn., 3 June 1865.

General Simon B. Buckner

Former name retained.

Simon Bolivar Buckner, born 18 July 1886, in Munfordville, Ky., attended the U.S. Military Academy, West Point, and was commissioned Second Lieutenant of Infantry 14 February 1908. From 1908 to 1918 he served both in the United States and the Philippines, then assumed administrative demobilization duties following World War I. During the next two decades he served as instructor and administrator at various posts throughout the United States, including the U.S. Military Academy. In October 1939 he was assigned to the 6th Division as Chief of Staff, and appointed Brigadier General 1 September 1940. During World War II he commanded American troops in Alaska, with headquarters at Fort Richardson, Anchorage. He was promoted to Lieutenant General 4 May 1943 to assume command of the 10th Army August 1944. With overall command of the landing forces on the doorstep of Japan, General Simon B. Buckner was killed in action on Okinawa 18 June 1945.

Admiral E. W. Eberle (AP–123) (*q.v.*) was reacquired by the Navy from the Army Transport Service as *General Simon B. Buckner* 1 March 1950 and assigned to MSTS. With a civilian crew on board, the transport steamed across the Pacific throughout the Korean conflict, transporting troops and equipment to Japan and other staging areas. *General Simon B. Buckner* continued operations in the Pacific until February 1955, departing San Francisco on the 15th for New York.

Upon arrival 2 weeks later, she was assigned to the New York-Bremerhaven runs. During the next 10 years *General Simon B. Buckner* made over 130 Atlantic cruises from New York to Bremerhaven, Southampton, and the Mediterranean.

Departing New York 11 August 1965, she returned to the West Coast, arriving Long Beach on the 27th to assist in the movement of troops and equipment to Southeast Asia. After two cruises to Vietnam, the veteran transport resumed operation in the Atlantic, arriving New York 3 December.

During the next 8 months, she steamed across the Atlantic 10 times, making stops at Bremerhaven and Southampton. Returning to the West Coast in August

1966, *General Simon B. Buckner* was once again pressed into service to carry war material to Vietnam. She departed San Francisco 8 September and reached Da Nang, Vietnam, 20 days later. Following her return to San Francisco 16 October, she made another round-trip voyage to Vietnam before returning to the Atlantic and entering ready reserve status.

General Sterling Price

Sterling Price, born in Prince Edward County, Va., 20 September 1809, attended Hampton-Sydney College 1826–27, and studied law under Creed Taylor. He was Chairton County's representative in the state legislature 1836–38 and 1840–44, and was elected Speaker of the House in 1840. Price was elected to Congress in 1844 but resigned in 1846 to enter the Mexican War as a Colonel. He later became a Brigadier General and served as Military Governor of Chihuahua. General Price then moved to Missouri and was elected Governor in 1852. He was president of the State Convention of 1860 and was placed in command of the state militia. After collecting 5,000 troops, General Price united with the forces of Confederate General McCulloch and won the battle of Wilson's Creek 10 August 1861. After capturing 3,000 Federal troops at Lexington in September, Price retreated into Arkansas and officially joined the Confederate Army in April 1862. He met setbacks at Corinth, Miss., in 1862 and at Helena, Ark., in 1864 before defeating Union General Steele at Red River. He withdrew into Texas in 1864 and in 1865 after the defeat of the Confederacy, he escaped to Mexico. Following the collapse of Maximillian's empire, General Price returned to Missouri, where he died 29 September 1867.

(SwRam: t. 633; l. 182′; b. 30′; dph. 9′3″; a. 4 9″ D.r.)

General Sterling Price (also called *Sterling Price* and *General Price*) was a wooden, river steamer built at Cincinnati, Ohio, in 1856 as *Laurent Millaudon*. She was taken into the Confederate service, renamed *General Sterling Price* (see "Confederate Appendix." *DANFS* II, 525), converted to a ram, and saw action in the defense of Fort Pillow and Memphis, Tenn. In the Battle of Memphis, on 6 June 1862, *General Sterling Price* was sunk and captured by naval forces under Flag Officer C. H. Davis. Raised by the Army soon after the battle, she was moved into the Union service under Lt. LeRoy Fitch 16 June 1862 and was moved to Cairo, Ill., for repairs. The ram was formerly transferred to the Navy by Quartermaster H. A. Wise at Cairo 30 September 1862. Although at that time she was renamed *General Price*, she continued to be referred to as *General Sterling Price* in dispatches.

Completing repairs and conversion at Cairo 11 March 1863, *General Sterling Price* departed for duty with the Mississippi Squadron. Rear Admiral Porter was at that time attempting to transit shallow and overgrown Steele's Bayou in a move to cut off Vicksburg from the rear, and *General Sterling Price* joined the expedition. After several days of slow and difficult progress, harassed by Confederate troops, the gunboats were forced to withdraw 22 March 1863. *General Sterling Price* dashed past the formidable Confederate defenses at Vicksburg with Admiral Porter's flotilla 17 April 1863. Lashed to the starboard side of *Lafayette* during the daring run, she suffered little damage. Porter was then in a position to assault Grand Gulf, Miss., and, during the heavy engagement with the batteries there 29 April and 3 May 1863, *General Sterling Price* carried troops and conveyed transports under fire. The South was forced to evacuate this vital point to the river.

General Sterling Price departed Grand Gulf for the Red River 3 May and took part in the capture of Alexandria, La., and the partial destruction of Fort De Russy, La., 3 to 17 May. During this period, *General Sterling Price* acted briefly as Admiral Porter's flagship, and on 10 May she was sent on a reconnaissance up the Black River, where she engaged strong Confederate batteries at Harrisonburg, La.

As Union pressure against Vicksburg mounted, *General Sterling Price* played a major part in the continuing bombardment of the city and gunfire support of the Union troops until the Confederacy's river stronghold finally surrendered 4 July. She was at Memphis 16 July and left there for Cairo and much-needed repairs, which were not completed until about 19 November.

General Sterling Price rejoined the squadron at Memphis 2 December 1863 and soon became part of Rear Ad-

USS *General Sterling Price*

miral Porter's planned expedition up the Red River. Before joining Porter, she accidentally rammed *Conestoga* 8 March 1864 after a confusion in whistle signals, causing the latter ship to sink quickly, a total loss. Accompanying the Red River expedition as far as Alexandria, *General Sterling Price* returned to the mouth of the river 6 April convoying transports.

She then took up regular cruising station on the lower Mississippi River, protecting transports, landing reconnaissance parties, and keeping the river free from Confederate guerrillas. While on this duty, she engaged a Southern battery off Tunica Bend, La., 19 May, forced it to withdraw, and landed a shore party which burned the Confederate headquarters. *General Sterling Price* continued her patrol duties between New Orleans and Donaldsonville, La., until the end of the war. She decommissioned at Mound City, Ill., 24 July 1865 and was sold 3 October 1865 to W. H. Harrison.

General Stuart Heintzelman

Stuart Heintzelman, born in New York, N.Y., 19 November 1876, graduated from the U.S. Military Academy in 1899. He served with the 6th Cavalry in China during the Boxer Rebellion and in the Philippines during the insurrection. Subsequently stationed in South Dakota, the Philippines, and at Princeton University, during World War I he served with the A.E.F. in France and Italy. He participated in the French Chemin des Dames Offensive in French operations in Italy, and as Chief of Staff, 2d Army Zone. After the war, General Heintzelman was on duty at Washington, D.C., Illinois, Hawaii, New York, and Kansas until his death at Hot Springs, Ark., 6 July 1935. For his services during World War I, General Heintzelman was awarded the Distinguished Service Medal, the French Legion of Honor, and Croix de Guerre with Palm, and the Order of the Crown of Italy (Commendatore).

(AP–159: dp. 9,950 (lt.) ; l. 522'10" ; b. 71'6" ; dr. 26'6" ; s. 16.5 k. ; cpl. 356 ; trp. 3,823 ; a. 4 5". 4 40mm., 16 20mm. ; cl. *General G. O. Squier;* T. C4–S–A1)

General Stuart Heintzelman (AP–159) was launched under a Maritime Commission contract 21 April 1945 by Kaiser Co., Inc., Yard 3, Richmond, Calif. ; sponsored by Mrs. C. H. Wright; acquired by the Navy and simultaneously commissioned 12 September 1945, Comdr. M. S. Clark in command.

After shakedown out of San Diego, *General Stuart Heintzelman* departed San Pedro, Calif., 9 October 1945 and carried more than 3,000 occupation troops to Yokohama. Returning to Seattle 6 November with 3,100 veteran passengers, she made a similar voyage from Seattle to Japan and back again between 13 November and 9 December. On 28 December she sailed from Seattle on another "Magic-Carpet" run to Manila and Yokohama and returned to San Francisco 3 March 1946 with a full load of homeward-bound troops. Following a round-trip voyage from San Francisco to Manila and return, *General Stuart Heintzelman* steamed from the West Coast via Panama to New York, where she arrived 27 May. She decommissioned there 12 June and was returned to WSA for use as an Army transport by the Army Transport Service.

General Stuart Heintzelman was reacquired by the Navy 1 March 1950 and assigned to overseas transport duty under MSTS. Manned by a civilian crew, between July 1950 and December 1951 she operated out of San Francisco and steamed to the Far East carrying combat troops in support of the struggle to repel Communist aggression in Korea. In December 1951 she steamed from San Francisco to New York for transport duty in the Atlantic and the Caribbean. For more than 2 years she made passenger runs out of New York to Bremerhaven, Germany; La Pallice, France; Southampton, England; Argentia, Newfoundland; Reykjavik, Iceland; and San Juan, P.R.

On 24 June 1954 *General Stuart Heintzelman* was deactivated and assigned to the Atlantic Reserve Fleet, Orange, Tex. She was returned to the Maritime Administration in June 1960. At present, she is berthed with the National Defense Fleet, Beaumont, Tex.

General T. H. Bliss

Tasker Howard Bliss, born in Lewisburg, Pa., 31 December 1853, graduated from the U.S. Military Academy in 1875. In Spain at the outbreak of the Spanish-American War, he was assigned to General Wilson as Chief of Staff. He fought in all major engagements in Puerto Rico and was breveted a Colonel for outstanding service. After the war, Bliss served as Collector of Customs for Cuba and negotiated the treaty of reciprocity with Cuba in 1902. After several important administrative appointments in the United States and the Philippines, he was named Assistant Chief of Staff of the Army in 1915 and Chief of Staff in 1917. A scholarly yet energetic officer, General Bliss helped greatly to work out plans for American mobilization for World War I. In 1917 he was appointed to the Supreme War Council in Paris and had much to do with the negotiations leading up to the Versailles Treaty. Subsequently, he was a commissioner and a signer of the treaty. During the last years of his life, General Bliss was devoted to historical study, and was awarded many honorary degrees and the Distinguished Service Medal. He died in Washington, D.C., 9 November 1930.

(AP–131: dp. 9,950 (lt.) ; l. 522'10" ; b. 71'6" ; dr. 26'6" ; s. 16.5 k. ; cpl. 366 ; trp. 3,522, a. 4 5", 8 1.1", 16 20mm. ; cl. *General G. O. Squier;* T. C4–S–A1)

General T. H. Bliss (AP–131) was laid down under a Martime Commission contract 22 May 1942 by Kaiser Co., Inc., Yard 3, Richmond, Calif. ; launched 19 December 1942; sponsored by Mrs. Eleanor Bliss Knopf; acquired by the Navy 3 November 1943; and commissioned 24 February 1944, Captain Burton Davis in command.

After shakedown, *General T. H. Bliss* embarked more than 3,600 sailors and marines, sailed from San Francisco 27 March 1944 for New Caledonia, and subsequently returned to San Francisco 1 May with veterans embarked at Efate and Espiritu Santo. Underway again 10 May, she carried 3,500 soldiers to Oro Bay, New Guinea, before sailing via the Panama Canal to New York, where she put in 4 July with over 2,000 men and patients embarked at Balboa.

From 28 July 1944 to 4 September 1945, *General T. H. Bliss* made 11, round-trip transatlantic, troop-carrying voyages (2 from Newport, 3 from Boston, and 6 from New York) to ports in the United Kingdom (Avonmouth, Plymouth, and Southhampton) ; France (Marseilles and Le Havre) ; Italy (Naples) ; and North Africa (Oran). She sailed from Boston 11 September 1945 for Karachi, India, on her first "Magic-Carpet" voyage and returned to New York 23 October carrying veterans of the Pacific fighting. Following a similar voyage from New York to Calcutta and back during November and December, she made a round-the-world voyage from New York eastward to Calcutta and thence via Guam to San Francisco, where she arrived 15 March 1946. Departing San Francisco 5 April, she carried occupation troops to Yokohama, Japan ; then steamed back to the United States, arriving Seattle 6 May. *General T. H. Bliss* decommissioned at Seattle 28 June, was returned to WSA 2 July, and was placed in the National Defense Reserve Fleet at Olympia, Wash. She was sold to Bethlehem Steel Corp., Wilmington, Del., in April 1964 and renamed *Seamar.*

General Taylor

Zachary Taylor, born at Montebello, in Orange County, Va., 24 November 1784, was educated by a tutor. He saw brief Army service as a volunteer in 1806, was appointed First Lieutenant in 1808, and defended Fort Knox against Indian attack in 1812. After serving as Commander of Fort Winnebago, Wis., he was appointed Colonel 4 April 1832 and commanded a detachment of regulars in the

Black Hawk War. In 1836, Taylor was placed in command of operations against the Seminoles. After a long and difficult campaign, he won a decisive victory over the Indians on Christmas Day in 1837, for which he was breveted Brigadier General. Following 4 more hard years in Florida, he was transferred to Louisiana.

Taylor was at New Orleans in the spring of 1845 when President Polk ordered him to move his troops to the mouth of the Sabine River or to some other position convenient for a speedy advance to the southwestern border of Texas as soon as that State accepted the terms of annexation proposed. That summer he marched his men to Corpus Christi and the following spring advanced to the Rio Grande, where hostilities soon precipitated the Mexican War. He defeated Mexican General Arista 8 May 1846 at Palo Alto and won another victory the next day at Resaca de la Palma. Thereafter, his victories in the Mexican War, especially at Monterrey and Buena Vista, won him nationwide acclaim. General Taylor was the Whig candidate for President in 1848 and was elected. On 9 July 1850, while still in office, he died of cholera morbus.

(SwStr: t. 152; l. 105'; b. 17'6"; dph. 8'6"; a. 1 gun)

General Taylor was purchased at New York by the War Department in 1840 and was used as a transport and supply ship during the Seminole War in Florida. She was transferred to the Navy in 1842, and used for a time in the Gulf of Mexico.

Converted to a tug in 1845, *General Taylor* operated out of the Pensacola Navy Yard, and in 1846 was accidentally burnt to the water's edge at the Yard. She was subsequently rebuilt at Pensacola with the same dimensions but new machinery.

General Taylor was employed as a dispatch vessel at the Navy Yard until April 1852, when, needing extensive repairs, she was sold at public auction at Pensacola.

General Thomas

George Henry Thomas, born in Southampton County, Va., 31 July 1816, graduated from the U.S. Military Academy in 1840 and was breveted a First Lieutenant for gallantry in the Seminole War. Later he taught at West Point, and served with distinction under Taylor in the Mexican War. At the outbreak of the Civil War, Thomas, then a Colonel, chose to stay with the Union and took command of a brigade in the Shenandoah Valley. He became Brigadier General of Volunteers 3 August 1861, and was given command of a division in the Army of the Ohio. When the army was reorganized as the Army of the Cumberland, Thomas was given command of the XIV Corps, and at the Battle of Chickamauga in September 1863 earned his famous nickname "The Rock of Chickamauga." Taking overall command of the Army of the Cumberland, he then fought successfully at Chattanooga, Lookout Mountain, and Missionary Ridge. Sent to oppose Hood's invasion of Tennessee in late 1864, he achieved perhaps his greatest success at the Battle of Nashville 15 to 16 December and was promoted to Major General 15 December 1864. General Thomas assumed command of the Military Division of the Pacific in June 1869, and died in San Francisco 28 March 1870.

(SwStr: t. 184; l. 165'; b. 26'; dph. 4'6"; a. 2 20-pdr. P.r., 4 24-pdr. how.)

General Thomas was one of four light wooden gunboats built at Chattanooga, Tenn., for the War Department in 1864. After cruising on the Ohio River without being formally commissioned in June and July 1864, she commissioned 8 August 1864 at Bridgeport, Ala., Acting Master Gilbert Morton in command.

Assigned to the 11th district of the Mississippi Squadron, commanded by Lt. Moreau Forrest, *General Thomas* served as a patrol vessel on the Tennessee River, above Muscle Shoals. During this period Confederate General Hood was mounting his campaign into Tennessee to divert Sherman's march on Atlanta and *General Thomas* patrolled the river unceasingly to prevent the Southern troops from crossing. At Decatur, Ala., 28 October 1864, the gunboat engaged strong batteries from Hood's army. After passing the batteries downstream and sustaining several hits, *General Thomas* rounded to and, with Army gunboat *Stone River*, poured such a withering crossfire into the emplacements that the Confederates were forced to withdraw. After Hood's repulse at Nashville in December, *General Thomas* was used on the upper Tennessee River to block his escape route. She aided General Steedman in his successful attack on Decatur 27 December by giving his army concentrated gunfire support, and attempted to pass over Elk River Shoals to prevent a Southern crossing of the river. The Tennessee was too low, however, and Forrest and his gunboats could not cross.

General Thomas returned to Bridgeport 30 December 1864, but was soon active again. On 26 February 1865 she joined the other gunboats of the 11th district and, taking advantage of unusually high water, crossed Elk River Shoals. The ships destroyed the camp of Southern General Roddey, captured a quantity of supplies and destroyed communications at Lamb's Ferry before returning to Bridgeport 4 March. *General Thomas* continued to patrol between Bridgeport and Decatur, Ala., until she was turned over to the War Department at Bridgeport 3 June 1865.

General Vallejo, see *Megrez* (AK–126)

General W. A. Mann

Named in honor of Major General William Abram Mann, USA, who served in the Sioux Indian, Spanish-American, and First World Wars.

(AP–112: dp. 11,450 (lt.); l. 622'7"; b. 75'6"; dr. 25'6"; s. 20.6 k.; cpl. 465; trp. 5,142; a. 4 5", 16 1.1", 20 20-mm.; cl. *General John Pope;* T. P2–S2-R2)

General W. A. Mann, a P2-type troopship, was built by the Federal Shipbuilding & Dry Dock Co. of Kearny, N.J., in 1942–43 and commissioned on the date of acquisition, 13 October 1943, Comdr. Paul S. Maguire, USNR, in command.

Operating out of Norfolk, Va., *General W. A. Mann* delivered troops and supplies to the North African theater, making four successive round-trip voyages to Casablanca and one to Oran before mid-May 1944. She stood out 5 June 1944 for Oran again and after touching North Africa sailed thence to Rio de Janeiro, Brazil, to load troops bound for Naples, Italy. *General W. A. Mann* subsequently visited Oran and Liverpool before returning to New York 14 August. On 2 September the transport got underway for Rio de Janeiro and Naples, returning to Norfolk on 21 October. Eleven days later she sailed for Bombay, India, via Gibraltar, Algiers and the Suez Canal and returned to the west coast of the United States via Brisbane, Australia, and New Guinea, thence to San Pedro, Calif., arriving 13 January 1945. She made another passage to India and visited Melbourne and Noumea on the return voyage, arriving Los Angeles 15 April and thereafter steaming north to San Francisco. The ship journeyed from San Francisco to the Philippines, touching Manila and Leyte, and after reaching Pearl Harbor in early June sailed thence to Norfolk via the Panama Canal.

General W. A. Mann departed Norfolk 4 July 1945 for Marseilles, France, to redeploy troops to the Pacific. Re-entering the vast Pacific, she called at Okinawa via Eniwetok and Ulithi in September and returned to Seattle, Washington 28 October.

From 2 November 1945 to 5 January 1946 she made a round trip voyage from Seattle to Nagasaki and Wakayama, Japan, setting the pattern of a series of "Magic-Carpet" passages and "Diaper Runs" in which servicemen and their families were carried to and from the Far

East. She stood duty as a "Guam Ferry" and continued to transport men and material until transferred to MSTS in October, 1949.

During the Korean war, *General W. A. Mann* carried precious ROK government cargo, including gold and silver bullion valued at a million and a half dollars as well as the private papers of Korean President Rhee, from Pusan to San Francisco, 1 to 15 August 1950. On 16 June 1951, she sailed on a round-the-world voyage which took her from San Francisco via the Panama Canal to New Orleans and thence via Dover, England, to Bremerhaven, Germany. From this latter port, she returned to New York and thence steamed back to Bremerhaven via Dover as before, getting underway for Morocco, Suez, Colombo, Indochina, and finally to San Francisco 22 September 1951 via Guam and Hawaii.

From 1952 to 1962 *General W. A. Mann* made frequent trans-Pacific runs to Japan, Korea, Okinawa, Guam, the Philippines, and Formosa out of west coast ports, and occasional passages to Alaska.

In October 1962 during the Cuban crisis, *General W. A. Mann* sailed from San Diego for the Caribbean with 55,000 pounds of provisions in case these supplies should be needed. When relative calm came to the Caribbean, *General W. A. Mann* returned to the Pacific and continued her important transportation runs from the West Coast to the Far East.

General W. A. Mann was struck 1 December 1966; transferred to the Maritime Administration; and placed in the National Defense Reserve Fleet at Hudson River, N.Y., where she remains.

General W. C. Gorgas

William Crawford Gorgas, born in Mobile, Ala., 3 October 1854, was educated at the University of the South and graduated from Bellevue Hospital Medical College in 1879. He entered the Army Medical Corps in 1880. During the Spanish-American War, he was sent to Cuba and permanently rid Havana of yellow fever. In 1904 he was sent to the Isthmus of Panama, where his successful fight against yellow fever and malaria insured completion of the canal. He served (1914–18) as Surgeon General of the United States and in 1916 was promoted to Major General. After he retired from the Army in 1918, General Gorgas was active throughout the world fighting tropical disease until he died in London 3 July 1920.

(Str.: dp. 8,000; l. 386′; b. 45′3″; dr. 24′4″; s. 10 k.; cpl. 154; trp. 1,200; a. none)

General W. C. Gorgas, former Hamburg-America Lines *Prinz Sigismund*, was built in 1902 by Neptun Aktiengesellschaft, Schiffswerft & Maschinenfabrik, Rostock, Germany. Seized by USSB on entry of the United States in World War I, she carried troops and cargo to Europe under charter operations of the Panama Railroad & Steamship Co., New York. After conversion to a troop transport, she was turned over to the Navy and commissioned 8 March 1919, Lt. Comdr. James Edward Stone, USNRF, in command.

General W. C. Gorgas, assigned to the Crusier and Transport Force, departed New York 25 April 1919 to embark Army troops and load cargo at Bordeaux, France, and return to Philadelphia 2 June 1919. She again sailed for Bordeaux 5 June 1919, returning to Newport News, Va., 4 July 1919. She brought home 2,063 troops from France in these two transatlantic voyages.

General W. C. Gorgas decommissioned at New York 28 July 1919 and returned the same date to USSB. Prior to World War II, she was operated on commercial routes by Libby, McNeill & Libby. In November 1941 she was chartered by the War Department for troop transport service between Seattle and Alaskan ports. She continued her Army troopship duties to Alaska until returned to WSA at Seattle in January 1945. Transferred by that agency to Soviet Russia in 1945, she was renamed *Mikhail Lomonosov.*

General W. C. Langfitt

William Campbell Langfitt, born in Wellsburg, Va., 10 August 1860, graduated from the U.S. Military Academy in 1883 and until May 1898 served with the Corps of Engineers in New York, Texas, and Ohio. During the Spanish-American War he organized the 3d Battalion at San Francisco and served as Commanding Officer of American Forces in Hawaii. General Langfitt served in Oregon and Cuba before sailing for France in July 1917. During World War I he was Chief of Staff, Lines of Communications; Chief of Utilities; and Chief Engineer; and he participated in the Cambrai Operations, Somme Defensive, and St. Mihiel and Meuse-Argonne Offensives. Upon his return to the United States in July 1919, he served as Division Engineer at New York until retiring 31 May 1920. General Langfitt died in Washington, D.C., 20 April 1934.

(AP–151: dp. 9,950 (lt.); l. 522′10″; b. 71′6″; dr. 24′; s. 16 k.; cpl. 356; trp. 3,343; a. 4 5″, 8 1.1″, 16 20mm.: cl. *General G. O. Squier;* T. C4–S–A1)

General W. C. Langfitt (AP–151) was launched under Maritime Commission contract 17 July 1944 by the Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. William E. Lynd; acquired by the Navy and simultaneously commissioned 30 September 1944, Captain Kenneth O. Ekelund in command.

After shakedown, *General W. C. Langfitt* embarked marines and departed San Diego 10 November 1944 for Eniwetok and Saipan via Pearl Harbor. Returning to San Francisco 5 January 1945, she embarked troops and sailed 19 January for the Western Pacific where she shuttled troops to Finschhafen and Hollandia, New Guinea; Leyte, Philippines; Ulithi, Carolines; and Kossol Roads, Palaus. Loaded with medical patients and returning veterans, she departed Hollandia for the United States 22 March and arrived San Francisco 10 April. On the 21st, the busy ship again sailed for the Western Pacific; and, after steaming via Pearl Harbor to the Admiralties, the Philippines, and the Marshalls, she returned 2,302 passengers to San Francisco, arriving 11 June. Having contributed so much to the rising tide of victory in the Pacific, she sailed 15 June for Norfolk, reaching there 30 June.

General W. C. Langfitt departed 16 July for France, where on the 26th she embarked troops at Marseilles for redeployment to the Pacific. She departed 28 July and sailed via the Panama Canal to Hollandia and points in the Philippines. As a unit of the "Magic-Carpet" fleet, she departed Leyte 18 September, arriving Seattle 3 October. The transport departed again for the Western Pacific 25 October; carried occupation troops to Nagoya, Japan; and steamed to the Philippines before returning to San Francisco 10 December. Between 22 December and 16 April 1946 *General W. C. Langfitt* made two more "Magic-Carpet" voyages to the Philippines and back bringing home thousands of veterans. After returning to San Francisco 16 April, she steamed to New York where she arrived 20 May. She decommissioned there 6 June 1946 and was returned to WSA for use by the Army Transport Service.

General W. C. Langfitt was reacquired by the Navy 1 March 1950 for assignment as an overseas transport under MSTS. She undertook the job of carrying troops, dependents, and even refugees to the far corners of the world, making round-the-world voyages in 1952 and 1953. Between 24 November 1954 and 30 April 1957 she made 32 voyages from New York to Bremerhaven, Germany, and back, carrying European refugees to the United States under the Refugees Relief Act. Following the valiant, but abortive, Hungarian Revolution, she operated with MSTS transport *General Harry Taylor* and brought over 45,000 Hungarian refugees to the United States.

After carrying additional refugees from Europe to Australia during May and June 1957, *General W. C. Langfitt* arrived New York 13 July and was inactivated there 30 September. Transferred to the Maritime Administration

13 May 1958, at present she is berthed with the National Defense Reserve Fleet, James River, Va.

General W. F. Hase

William Frederick Hase, born in Milwaukee, Wis., 31 August 1874, was commissioned Second Lieutenant 9 July 1898 and served with the Coast Artillery in Virginia, New York, Florida, Massachusetts, California, and Washington, D.C. During World War I he served with the A.E.F. in France as Commanding Officer, 45th Regiment; Acting Chief of Staff, Headquarters G–1 and G–3; and Assistant, G–4 Services of Supply, to July 1919. Following his return to the United States, General Hase was on duty in Kansas, Washington, D.C., Hawaii, California, and the Philippines, serving as Chief of Coast Artillery until his death in Washington, D.C., 20 January 1935. For his services in World War I, General Hase won the Distinguished Service Medal.

(AP–146: dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 6,086; a. 4 5", 8 1.1", 16 20 mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General W. F. Hase (AP–146) was launched under a Maritime Commission contract 15 December 1943 by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Mrs. John E. Wood, Jr.; acquired by the Navy and simultaneously placed in a ferry commission 22 April 1944 during transfer for conversion to a transport by Kaiser Co., Inc., Vancouver, Wash.; and placed in full commission at Portland, Oreg., 6 June 1944, Comdr. W. W. Keller in command.

After shakedown out of San Pedro, *General W. F. Hase* departed San Francisco 15 July 1944 with 3,000 troops and $29 million in military currency. After touching at Pearl Harbor, she debarked the fighting men at Eniwetok, returning to San Francisco 26 August with 2,100 soldiers. Between 20 September and 1 November the transport steamed out of Seattle, carrying more than 2,000 troops to Pearl Harbor and 2,800 thence to Manus, Admiralties, before returning to San Francisco with 2,500 veterans of the New Guinea campaign on board. Continuing to support the westward drive of naval forces in the Western Pacific, between 23 November and 20 April 1945, she made two round trips out of San Francisco, shuttling troops to New Guinea and the Philippines and bringing home veterans from New Caledonia and Manus.

During the next 12 months *General W. F. Hase* made six round-trip voyages, including two circumnavigations of the earth, while deploying troops to and from the United States. Departing San Pedro 9 May, she carried 2,600 troops to Melbourne, Australia, where she arrived 27 May. After steaming to Freemantle, Australia, she reached Calcutta, India, 14 June and embarked 2,500 homebound soldiers. She then sailed for the United States via Ceylon and the Suez Canal and arrived Norfolk 20 July. She departed Norfolk 5 August for the Mediterranean; and as part of the "Magic-Carpet" Fleet, she embarked more than 3,000 troops at Marseilles, France, before returning to New York 27 August. Operating out of New York between 1 September and 27 December, she sailed twice to Calcutta and back with more than 6,000 troops. On 11 January 1946 she again departed New York for Calcutta; and, after embarking 2,900 troops 8 February, she steamed via Manila to the West Coast, arriving San Francisco 8 March. Between 1 and 15 April she carried 1,000 occupation troops to Yokohama, Japan; and on her final "Magic-Carpet" voyage she returned 2,800 veterans to Seattle 28 April.

General W. F. Hase steamed to San Francisco 3 to 4 May decommissioned there 6 June, and, simultaneously, was returned to WSA for use as a transport by the Army Transportation Service. She was reacquired by the Navy 1 March 1950 and assigned to duty with MSTS. Manned by a civilian crew, she operated out of San Francisco, carrying more than 75,000 troops and their combat cargo to the Far East in support of the struggle to repel Communist aggression in Korea. Between 1950 and 1953 she made 19 round-trip voyages to Japan and Korea, and she returned to San Francisco from her final Far East deployment 29 August 1953. Towed to San Diego in June 1954, she was placed out of service in reserve in July and remained inactive until returned to the Maritime Administration 8 January 1960. At present she is berthed in the National Defense Reserve Fleet at Suisun Bay, Calif.

General W. F. Hase received eight battle stars for Korean war service.

General W. G. Haan

William George Haan, born at Crown Point, Ind., 4 October 1863, graduated from the U.S. Military Academy in 1889. Commissioned Second Lieutenant of Artillery, he served at various posts until 1898 when he fought in the Philippines against the insurrectionists. Returning to the United States in 1901, Haan commanded artillery units and performed staff work until the American entry into World War I. During the war he commanded the 32d Division in France; and, after the Armistice, he headed the VII Corps on occupation duty in Germany. General Haan received the Distinguished Service Medal for World War I service; and, upon his return to the United States, he served on the General Staff in Washington until his retirement in 1922. Major General Haan died in Washington, D.C., 26 October 1924.

(AP–158; dp. 9,950 (lt.); l. 522'10"; b. 71'6"; dr. 24'; s. 16 k.; cpl. 356; trp. 3,823; a. 4 5", 4 40mm., 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General W. G. Haan (AP–158) was launched 20 March 1945 under Maritime Commission contract by Kaiser Co., Inc., Yard 3, Richmond, Calif.; sponsored by Miss Helen Coxhead; acquired by the Navy and simultaneously commissioned 2 August 1945, Comdr. J. V. Rylander in command.

General W. G. Haan conducted shakedown training out of San Diego until after the surrender of Japan. Departing 4 September 1945 for the southwest Pacific, the transport touched at Eniwetok, Leyte, and Manila before returning to Seattle with homecoming veterans 22 October. Subsequently, the ship made two voyages to Japan and the Philippines, bringing occupation troops and embarking returning servicemen. She returned to San Francisco after her last passage, and departed 30 April 1946 for the East Coast via the Panama Canal. Arriving Baltimore 25 May, *General W. G. Haan* decommissioned there 7 June 1946 and was returned to WSA for further transfer to the Army Transport Service.

Reacquired by the Navy 1 March 1950, *General W. G. Haan* was assigned to MSTS under a civilian crew. Until 1953 she operated under the International Refugee Organization and carried displaced East Europeans from northern European ports to the United States. In 1952 *General W. G. Haan* also made two support voyages to the American bases at Thule, Greenland, and Goose Bay, Labrador. Following this demanding duty, the ship made several voyages to Europe in support of American units. She continued this steaming schedule until March 1955 when she was placed in Reduced Operational Status at New York.

In December 1956 *General W. G. Haan* resumed duty as a refugee transport. Steaming from New York to Bremerhaven, Germany, she embarked refugees from the gallant, but ill-fated Hungarian Revolution and brought them to New York. On 7 January 1957 she was again placed in Reduced Operational Status. *General W. G. Haan* was subsequently placed in the Atlantic Reserve Fleet, Orange, Tex., and was returned to the Maritime Administration 22 October 1958. She entered the National Defense Reserve Fleet at nearby Beaumont, where she remains.

General W. H. Gordon

Walter Henry Gordon, born at Artonish, Miss., 24 June 1863, graduated from the Military Academy and was

commissioned in the infantry in 1886. During the early part of this century, after fighting in the Spanish-American War and the Philippine Insurrection, Gordon served on the General Staff and in the Philippines. In 1917 he commanded the 15th Infantry in China, and, following America's entry into World War I, he commanded the 10th Brigade in France. General Gordon participated in the Meuse-Argonne offensive, and ended the war as commanding officer, 6th Division. Following the war, for which he received the Distinguished Service Medal, Gordon commanded Infantry units in the United States, and, prior to his retirement in 1924, served as Deputy Chief of Staff. Major General Gordon died in Washington, D.C., 26 April 1924.

(AP–117: dp. 11,450 (lt.); l. 622'7"; b. 75'6"; dr. 25'6"; s. 21 k.; cpl. 533; trp. 5,244; a. 4 5", 16 1.1", 20 20mm.; c. *General John Pope;* T. P2–S2–R2)

General W. H. Gordon (AP–117) was launched under Maritime Commission contract by Federal Shipbuilding & Dry Dock Co., Kearny, N.J., 7 May 1944; sponsored by Mrs. Leslie J. McNair; and commissioned, after being acquired by the Navy, 29 June 1944, Captain R. E. Wood, USCG, in command.

Following her shakedown cruise in Chesapeake Bay, *General W. H. Gordon* proceeded to Boston and sailed 5 September in convoy for France. She arrived Cherbourg with troop reinforcements 15 September and returned to New York via Plymouth 30 September 1944. Subsequently, the transport made 12 voyages to various European and African ports in support of the accelerating Allied effort against the Axis. She carried vital supplies, troops, and returned large numbers of German prisoners of war to the United States.

General W. H. Gordon sailed to Panama from France 5 August 1945, bringing replacement troops for the Pacific campaigns. She stopped at Ulithi and Manila to debark troops and steamed into San Francisco Bay 25 September 1945. The war over, the veteran transport sailed again 13 October with over 4,000 occupation troops for Japan and Korea. After one more voyage to Japan, the ship returned to San Francisco 29 January 1946 and decommissioned at Oakland 11 March. She was returned to the Maritime Commission for use by Army Transport Service.

General W. H. Gordon was reaquired by the Navy 8 November 1951 for assignment to the Military Sea Transportation Service under a civil service crew. She began an arduous schedule of Pacific cruises in support of the struggle to repel Communist aggression in Korea, bringing troops and supplies to that embattled peninsula. From October 1954 to November 1956 she was in Reduced Operational Status in Seattle, and was subsequently placed in reserve in the Hudson River fleet, New York. Redelivered to the Maritime Administration 20 June 1958, she was stricken from the Navy List for a time, but reacquired in May 1961 and returned to MSTS. *General W. H. Gordon* then began a regular schedule of voyages from New York to Bremerhaven, transporting servicemen, dependents, and military passengers to Europe in support of America's vital defense units there.

After sailing in December 1966 for the Far East to bring home Korean veterans, *General W. H. Gordon* began transporting troops to Vietnam in January 1967.

General W. M. Black

William Murray Black, born in Lancaster County, Pa., 8 December 1855, graduated from the U.S. Military Academy in 1877 and entered the Corps of Engineers. He advanced steadily and was appointed Chief of Engineers for the District of Columbia in 1897. During and after the Spanish-American War, he served as Commander, Department of Engineers, in both Cuba and Puerto Rico. In 1906 he was appointed Senior Member of the board for raising the famous batleship *Maine*, and in 1909 he was promoted to Brigadier General to become Chief of Engineers, Department of the East. In 1916 he was appointed Chief of Engineers, United States Army. His accomplishments were many, including river and harbor improvements in Florida ports and fortification and railroad construction in Cuba. General Black retired a Major General 31 October 1919 and died in Washington, D.C., 24 September 1933.

(AP–135: dp. 9.950 (lt.); l. 522'10"; b. 71'6"; dr. 26'6"; s. 16.5 k.; cpl. 512; trp. 3,823; a. 4 5", 8 1.1", 16 20mm.; cl. *General G. O. Squier;* T. C4–S–A1)

General W. M. Black (AP–135) was laid down under a Maritime Commission contract 26 November 1942 by Kaiser Co., Inc., Yard 3, Richmond, Calif.; launched 23 July 1943; sponsored by Mrs. Decatur S. Higgins; acquired by the Navy 26 January 1944; converted to a transport by Matson Navigation Co., San Francisco; and commissioned 24 February 1944, Captain J. P. Murray, USCG, in command.

One of the most active ships of her type, *General W. M. Black* plied the world's oceans and touched many distant ports in completing her varied missions as a troopship. On her first voyage she embarked 3,500 Army troops and sailed from San Francisco 26 March 1944, delivering them at Pearl Harbor before returning to San Francisco 9 April with nearly 500 veterans. Underway again 22 April, *General W. M. Black* carried 3,500 troops from San Francisco to New Caledonia and Guadalcanal. She departed Guadalcanal 14 May, embarked 2.700 at Balboa, Canal Zone, and reached New Orleans 8 June. The transport subsequently steamed to Kingston, Jamaica, where she embarked 2,400 passengers and sailed to Norfolk, arriving 26 June.

General W. M. Black began the first of 13 transatlantic, round-trip voyages when she departed Norfolk 28 July with 2,700 fighting men bound for Naples, and returned to New York 31 August with 3,000 homeward-bound troops and casualties. From 12 September to 19 August 1945 the busy transport made 10 similar round-trip troop-carrying voyages (5 from New York, 3 from Boston, and 2 from Norfolk) to the United Kingdom (Plymouth, Liverpool, Southampton); France (Cherbourg, Le Havre, Marseilles); North Africa (Oran); and Germany (Bremerhaven). In addition to carrying German prisoners of war to the United States, she rotated tens of thousands of troops and patients to and from the European theater in this period of nearly a year. Departing Boston 31 August 1945, *General W. M. Black* sailed for India via the Suez Canal. A unit of the "Magic-Carpet" fleet, she returned to Boston in October with 3,000 veterans of the South Pacific fighting. After making a similar voyage during November and December, she moored at New York 5 January 1946. She decommissioned there 28 February 1946 and was returned to service as an Army transport.

General W. W. Black was reacquired by the Navy 1 March 1950 and assigned to MSTS. Manned by a civilian crew, she operated out of New York in the Atlantic until 1 September when she shifted her homeport to San Francisco. Between 1950 and 1953 she steamed to the Far East and transported more than 65,000 troops and their combat equipment in support of the struggle to repel Communist aggression in Korea. After the Korean armistice, she continued tranpacific voyages, deploying troops to Japan, Korea, and Alaska and returning veterans of the Korean fighting to the United States. In June 1955 she carried troops and cargo to the Bering Sea during Operation "Mona Lisa." Following her return to San Francisco, she was placed out of service 26 August and was transferred back to the Maritime Administration. At present, she is berthed in the National Defense Reserve Fleet at Suisun Bay, Calif.

General W. M. Black received six battle stars for Korean War service.

General W. P. Richardson

Wilds Preston Richardson, born in Texas 20 March 1861, graduated from the U.S. Military Academy in 1884 and

served on the American frontier and in Alaska. During World War I, he commanded the 155th Depot Brigade, Camp Lee, Va., and later the 78th Infantry Brigade, Camp Beauregard, La. He sailed in August 1918 for France where he led in turn the 78th Infantry Brigade, 39th Division and the 55th Brigade, 28th Division to March 1919. General Richardson participated in the Meuse-Argonne Sector and commanded the A.E.F. in northern Russia, receiving the Distinguished Service Medal for the latter duty. Following his return to the United States in 1919 he served in Georgia, Washington, D.C., and the state of Washington. He died in Washington, D.C., 20 May 1929.

(AP–118: dp. 11,450 (lt.) ; l. 622'7" ; b. 75'6" ; dr. 25'6" ; s. 21 k. ; cpl. 466 ; trp. 5,289 ; a. 4 5", 16 1.1", 20 20mm. ; cl. *General John Pope;* T. P2–S2–R2)

AP–118 was laid down under Maritime Commission contract 2 February 1944 by Federal Shipbuilding & Dry Dock Co., Kearny, N.J. ; named *General R. M. Blatchford* (AP–118) on 15 April 1944 ; renamed *General W. P. Richardson* (AP–118) on 1 July 1944 ; launched 6 August 1944 ; sponsored by Mrs. Brebon B. Somervell ; acquired by the Navy 31 October 1944 ; and commissioned at Bayonne, N.J., 2 November 1944, Captain Joseph S. Rosenthal, USCG, in command.

General W. P. Richardson sailed from Boston 10 December 1944 with over 5,000 fighting men ; and, after delivering them to Southampton, England, 21 December, returned to New York 4 January 1945 with troops and casualties. Ten days later the busy ship got underway from Newport News, Va., with 5,000 soldiers bound for Naples, Italy, debarking them 25 January and returning to Newport News 9 February with rotation troops and casualties. Underway again 18 February with 5,000 more soldiers, she debarked them at Naples 1 March and subsequently carried 5,500 British troops thence to Marseilles, returning to Naples 9 March to embark 4,600 homeward-bound American casualties and troops who were delivered safely at Boston 21 March. *General W. P. Richardson* returned to Le Havre in April with 2,500 men and carried over 1,000 liberated American prisoners of war from France, and 2,900 troops and casualties from Southampton, home to New York on 28 April 1945. Following a troop-carrying run from New York to Naples and Trinidad and back, she sailed from New York to Southampton, putting in at Boston 26 June with 4,300 wounded and other troops. Through the summer and fall of 1945 the transport made four round-trip voyages from Boston to France, two to Le Havre and two to Marseilles to help insure an even flow of men and supplies from the New World to the Old.

On 14 October 1945 she sailed from Boston to Karachi, India, via the Suez Canal and returned to New York 24 November with over 5,000 veterans. On 30 November she embarked 4,500 rotation troops at New York and delivered them to Naples 10 December 1945, steaming thence via Suez to Khorramshahr, Iran, to take on board 3,800 men of the Persian Gulf Command, returning via Naples and Casablanca to New York 23 January 1946.

General W. P. Richardson decommissioned at New York 14 February 1946 and returned to the Maritime Administration for peacetime operations as an Army transport until 10 March 1948. Returned to the Maritime Administration by the Army, she was subsequently chartered 6 May 1949 to operate as SS *La Guardia* for the American Export Lines until 4 January 1952. Following brief charter service under the American President Lines and the Havana Steamship Co., she was purchased 10 July 1956 by Textian, Inc., and renamed *Leilani.*

General Washington

George Washington was born 22 February 1732 in Westmoreland County, Va. He was commissioned in the Virginia Militia in 1753, rose to the rank of Lieutenant Colonel the next year, and fought brilliantly in the French and Indian War. Entering the Virginia House of Burgesses in 1759, Washington was a strong champion of colonial rights. In 1775 he was appointed Commander in Chief of the Continental Army, and demonstrated a profound appreciation of sea power as well as great military genius. After years of hardship and arduous struggle, he finally gained the decisive victory of Yorktown. This was one of the great strategic operations of our history in which Washington brilliantly employed the French Navy to cut off Lord Cornwallis from help by sea.

The Treaty of Paris recognized American independence 20 January 1783. After attending the Annapolis Convention of 1786 and presiding over the Continental Convention of 1787, Washington was unanimously elected first president under the new Constitution, and was inaugurated 30 April 1789. His two terms in office laid the foundations for strong government under the Constitution. Returning to his home at Mount Vernon in 1797, Washington was recalled briefly to command the American army when war with France threatened in 1798. He died at Mount Vernon 14 December 1799.

(Ship : l. 130'9" ; b. 32'8" ; a. 24 9-pdrs.)

General Washington, a swift sailing ship, was commissioned as a privateer by the state of Rhode Island in 1780, Captain Silas Talbot in command. She was captured later in that year by a British squadron and taken into the Royal Navy as *General Monk.* While in British service, she assisted in the capture of over 60 American vessels. Because of her successes, the merchants of Philadelphia purchased *Hyder Ally,* in March 1782, armed her, and placed her under the command of Lt. Joshua Barney of the Continental Navy. Barney encountered *General Monk* 8 April 1782 at the entrance to Delaware Bay ; and, after a furious engagement of nearly half an hour, captured her. Restored to her original name, *General Washington* was taken into the service of the state of Pennsylvania with Barney in command. She sailed 18 May 1782 for Havana and brought back $600,000 in much-needed specie for the Continental Congress.

Robert Morris, then Agent of Marine, purchased *General Washington* for the Continental Navy in August 1782 for use as a packet between the United States and France. She made three voyages to France, under the command of Lt. Barney. Sailing in October 1782 with important dispatches for the peace negotiations, she returned to Philadelphia 12 March 1783 with a preliminary copy of the treaty. *General Washington* again sailed for France in June and returned to Philadelphia 20 September. On her third voyage, she carried John Paul Jones to Europe to seek payment for prizes he had captured in European waters, leaving 10 November 1783 and returning in March 1784.

General Washington was sold in the summer of 1784.

General William Mitchell

William Lendrum Mitchell, born in 1879 in Nice, France, enlisted in the Army as a private in 1898 and served in the Philippines during the Spanish-American War. After return to the United States, he led in the precarious construction of a telegraph network in Alaska, and then pioneered in U.S. Army aviation. He rapidly rose in rank, and, when he commanded the U.S. air forces in France in World War I, he was promoted Brigadier General. After the war, General "Billy" Mitchell was made Director of Military Aviation in the U.S. Army and argued violently for a large, independent air force. His caustic-public criticism of military and naval leaders led to his court-martial in 1926. After resignation, General Mitchell remained a bitter critic of Army and government policy. He died in 1936.

(AP–114 ; dp. 11,450 (lt.) ; 622'7" ; b. 75'6" ; dr. 25'6" s. 20.6 k ; cpl. 452 ; trp. 5,289 ; a. 4 5", 16 1.1", 20 20mm. ; cl. *General John Pope* ; T. P2–S2–R2)

General William Mitchell (AP–114) was launched 31 October 1943 under a Maritime Commission contract by

the Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Mrs. William Mitchell, the namesake's widow; acquired 15 January 1944 and commissioned 4 days later, Captain Henry Coyle, USCG, in command.

From 3 March–20 August 1944 *General William Mitchell* made five round trip transport voyages out of Norfolk and New York to Casablanca and Liverpool, carrying fighting men to the North African theater and participating in the buildup prior to the Allied invasion of Northern France. On the return leg of these frequent voyages, she carried casualties and rotation troops home to the United States, insuring a steady flow of men and equipment between America and war-torn Europe.

During the autumn of 1944 and through the spring of 1945, *General William Mitchell* called twice at Bombay, India, as she redeployed and rotated troops in the China-Burma-India theater. On the first of these voyages she sailed from New York via Panama and Australia, putting in at Bombay 7 October and embarking veterans for passage to Australia and America, and finally mooring at San Diego 17 November 1944. Her second passage to India took her from San Pedro via Tasmania to embark Allied troops and Italian prisoners of war at Bombay; she subsequently off-loaded the POW's at Melbourne and returned to San Pedro 3 March 1945.

The ship then brought troops from San Francisco to Espiritu Santo, Guadalcanal, Manus, and Leyte as the European war neared conclusion and the Pacific theater gained priority, *General William Mitchell* sailed to Leghorn and Naples, Italy, to transport seasoned fighting men and redeploy them for the anticipated assault on Japan's homeland. These troops debarked at Ulithi and the Philippines in the summer of 1945, and the ship returned to San Francisco 6 December 1945 at war's end filled with homeward-bound warriors.

As part of the "Magic-Carpet" fleet, this busy transport carried bluejackets from San Francisco to the Philippines, returning servicemen from Hollandia to Seattle, and troops from the Philippines and Guam to San Francisco, through the spring of 1946. Subsequently, from April 1946 until 1949 *General Mitchell* sailed from West Coast ports and shuttled troops and supplies to and from Japan, China, Guam, and Hawaii. She underwent alterations for peacetime service at the Philadelphia Navy Yard in March 1947 and then returned to San Francisco and her transpacific schedule.

In October 1949 she was transferred to MSTS and in 1950 continued her West Coast-Orient travels. In that year, too, two round trip voyages from New Orleans and New York were made to Bremerhaven to rotate and supply troops in Europe. She made an around-the-world cruise out of New York in the summer of 1951, visiting Germany, North Africa, Ceylon, Indochina, Korea, and Japan before mooring at San Francisco 26 September 1951.

General William Mitchell continued to transport men and material from West Coast ports to Japan and Korea, supporting the United Nations forces in the latter country. Her frequent shuttle runs followed this pattern with the addition of numerous calls at Formosa and Pacific Islands until returned to the Maritime Administration 1 December 1966. *General William Mitchell* entered the National Defense Reserve Fleet and is berthed in Suisan Bay, Calif.

General William O. Darby

A former name retained. William Orlando Darby, born 8 February 1911 at Fort Smith, Ark., graduated from the U.S. Military Academy 13 June 1933 and was commissioned Second Lieutenant in the Field Artillery, Prior to the beginning of World War II, he served with the 82d, 3d, and 80th Field Artillery Divisions and with the 1st Cavalry. In 1942 he assumed command of the 1st Ranger Battalion and distinguished himself during operations in North Africa, Sicily, and Italy. Promoted to Colonel 11 December 1943, he returned to the United States in April 1944 for duty with the Army Ground Forces and later with the Operations Division, War Department General Staff. He returned to Europe in March 1945, and became Assistant Commander of the 10th Mountain Division the following month. He was killed by an exploding shell 30 April 1945 and was posthumously promoted to Brigadier General.

Admiral W. S. Sims (AP–127) (*q.v.*) was reacquired by the Navy from the Army Transport Service as *General William O. Darby* 1 March 1950 and assigned to MSTS. Manned by a civilian crew, she operated out of New York and, between 1950 and 1953, completed more than 20 round-trip voyages to Bremerhaven and back to rotate troops and transport military dependents and civilian refugees. She departed New York 20 June 1953 and steamed via the Panama Canal to Yokosuka, Japan, where she arrived 17 July to embark homebound veterans of the Korean conflict. After returning to Seattle, Wash., 29 July, she made five more trooplift voyages to Japan and back during the next 5 months. Arriving San Francisco 23 January 1954, she sailed for the East Coast the 25th and reached New York 8 February.

General William O. Darby resumed transatlantic transport duty 18 February and during the next 2 years completed 32 voyages to Bremerhaven and back. Departing New York 5 July 1956, she deployed to the Mediterranean and steamed from North Africa to Turkey while supporting peace-keeping operations of the 6th Fleet. She returned to New York 6 August and during the next 10 years completed 135 transport voyages to Europe and back plus nine additional deployments to the Mediterranean.

In response to America's determination to defend the integrity and independence of South Vietnam from external Communist aggression, *General William O. Darby* departed New York 12 August 1965 for transport duty in the Western Pacific. After embarking troops at Charleston, S.C., she steamed via the Panama Canal and reached Qui Nhon, South Vietnam, 12 September. On the 15th she sailed for the United States; and, steaming via Subic Bay, the Suez Canal, and Bremerhaven, she arrived New York 22 October. Between 11 November and 8 July 1966 she made nine more runs to Europe before resuming trooplifts to Southeast Asia. After embarking almost 1,600 troops at Boston, she sailed 15 July; touched at Long Beach, and Okinawa; and arrived Vung Tau, South Vietnam, 14 August. Departing the next day, she steamed via Yokosuka, Japan, to Pusan, South Korea, where she arrived 28 August to embark 1,800 Vietnam-bound South Korean troops. She sailed the 31st arriving Nha Trang 6 September, then departed 9 September to embark more South Korean soldiers at Pusan. She continued operating in the Western Pacific, supporting the forces for freedom in Southeast Asia until steaming to New York in February 1967 for overhaul. On 1 July 1967 she was in ready reserve status.

General William Weigel

William Weigel born in New Brunswick, N.J., 25 August 1863, graduated from the U.S. Military Academy in 1887. After fighting in the Indian Wars as a junior officer, he took part in the Cuban campaign during the Spanish-American War and was active in the Philippine Insurrection. As a division commander during World War I, he commanded troops in the Aisne-Marne offensive and the Meuse-Argonne campaign. Following the war he was awarded the Distignuished Service Medal, and served as Chief of Staff, Department of the East. Weigel later was a divisional commander and in 1927 headed the Philippine Department. He retired as a Major General 25 August 1927 and filled various civic and patriotic posts until his death in New York 4 March 1936.

(AP–119: dp. 11,450 (lt.); l. 622'7"; b. 75'6"; dr. 25'6"; s. 21 k.; cpl. 466; trp. 4,896; a. 4 5", 8 40mm., 20 20mm.; cl. *General John Pope;* T. P2–S2–R2)

AP–119 was laid down under Maritime Commission contract 15 March 1944 by the Federal Shipbuilding & Dry Dock Co., Kearny, N.J.; named *General C. H. Barth* (AP–119) on 15 April 1944; renamed *General William Weigel* 24 August 1944; launched 3 September 1944; sponsored by Mrs. Earl L. Mann, a niece of Major General Weigel; acquired by the Navy 4 January 1945; and commissioned at Bayonne, N.J., 6 January 1945, Captain Thomas Y. Awalt, USCG, in command.

General William Weigel sailed from New York 11 February 1945 with 5,000 rotation troops; and, after delivering them safely to Le Havre, embraked American and French veterans at Southampton and returned to New York 19 April. Underway again 1 May with Navy men bound for Puerto Rico, the troopship touched at San Juan to debark them and to take on 5,000 Army fighting men for passage to Hawaii.

As *General William Weigel* was steaming toward Pearl Harbor, one of her passengers became critically ill. To save his life, strict radio silence was broken to arrange a mid-ocean rendezvous with a seaplane out of Balboa. He was transferred to the seaplane 19 May and flown to a hospital; *General William Weigel* reached Honolulu 6 days later.

This far ranging ship sailed 28 May for Marseille to embark 5,000 soldiers and transferred them to Eniwetok and Manila to take part in the climactic Pacific battles. Subsequently she loaded passengers at Leyte and returned via Ulithi to moor at San Pedro, Calif., 25 August 1945. As part of the "Magic-Carpet" fleet, she stood out from San Diego 11 September with rotation troops for Pearl Harbor and returned to San Francisco 24 September with 5,000 veterans. From 6 October 1945 to 8 February 1946, she made three round-trip transpacific voyages (two out of San Francisco and the third from Seattle) to bring occupation troops to Yokohama. Following a "Magic-Carpet" voyage to Manila and back to San Francisco 11 April 1946, the transport departed San Francisco 16 April for New York, arriving 1 May. Decommissioned there 10 May 1946, she was transferred to the War Department for peacetime operations as an Army transport and made shuttle runs with troops and supplies from San Francisco to garrisons in the Pacific until reacquired by the Navy 20 July 1950. *General William Weigel* was assigned to MSTS 1 August 1950.

During this phase of her career, the ship sailed from the Pacific coast to Japan and Korea carrying troops for duty in Korean fighting. She continued to rotate American troops to strengthen the United Nations position in Korea until she was placed in Reduced Operational Status in 1955. *General William Weigel* was returned to the Maritime Commission 12 June 1958 and entered the National Defense Reserve Fleet at Olympia, Wash. She was reacquired by the Navy 18 August 1965 and assigned to MSTS as the Navy bolstered its support forces for the struggle against Communist aggression in Southeast Asia. She carried troops to Vietnam through 1967.

General William Weigel received seven battle stars for Korean conflict service.

Genesee

Towns in Idaho, Michigan, New York, and Pennsylvanai; and a river in Pennsylvania and New York. Genesee is an Indian word meaning a beautiful valley.

I

(SwStr: dp. 803; l. 1,209'; b. 34'11"; dr. 10'6"; s. 8.5k.; a. 1X"D., 1 100 pdr. P.r., 6 24-pdr. how.)

The first *Genesee* was launched 2 April 1862 by the Boston Navy Yard; sponsored by Miss Emily Dorr; and commisisoned 3 July 1862, Comdr. William M. Macomb in command.

Assigned to the North Atlantic Blockading Squadron, *Genesee* sailed from Boston 6 July 1862 for Hampton Roads, where she convoyed U.S. mail steamers in the James River until departing 19 October for blockade duty off North Carolina. For over 3 months she helped seal Wilmington and Beaufort from Confederate blockade runners. She got underway 19 February 1863 to join the West Gulf Blockading Squadron, arriving New Orleans 7 March in time to join Rear Admiral Farragut's expedition up the Mississippi past Port Hudson to cut off Confederate supplies from the Red River and to join Porter and Grant in operations against Vicksburg. For the dangerous passage, Farragut lashed gunboats to the sides of his large steamers to protect the heavy ships from enemy fire and to improve their maneuverability. *Genesee* was paired off with *Richmond* when the Union Fleet moved upstream on the night of 14 March and came within range of the Confederate guns. In the ensuing fight Farragut's losses were greater than those he had suffered in taking New Orleans. *Richmond's* steam line was severed, forcing her to drop down out of range. *Genesee* fought on; but a 6-inch shot pierced her hull and detonated a 10-inch shell which, in turn, wrecked havoc below; and the murderous fire shredded her rigging. Only *Hartford* and her consort *Albatross* made it past the Southern batteries.

Following needed repairs, *Genesee* continued to patrol the Mississippi until after the fall of Vicksburg 4 July 1863. Then, she was ordered to the Gulf for blockade duty on 11 September. She discovered blockade-running steamer *Fanny* bound for Mobile 11 September, and with *Jackson* and *Calhoun* gave chase. As they closed, the blockade runner's captain burned his ship to the waterline rather than allow her capture.

Genesee continued to operate off Mobile with Admiral Farragut and assisted in several captures as the Navy prepared for the assault on Mobile Bay. When the fleet steamed boldly into the bay on 5 August to engage the forts and Confederate squadron, *Genesee* remained outside until the passage was effected, then steamed up to open fire on Fort Morgan.

Genesee was used subsequently as a store ship, and for the next several months was occupied supplying ships of the fleet and helping to drag Mobile Bay for dangerous torpedoes, a duty in which several ships were lost. She sailed 11 July 1865 for Philadelphia, arrived at the Navy Yard 20 July, and decommissioned there 31 July. *Genesee* was sold 3 October 1867 to Purvis and Son.

II

(AT–55: dp. 688; l. 170'; b. 29'; dr. 16'; s. 15 k.; a. 1 3")

The second *Genesee* (AT–55), formerly *Monocacy*, was built in 1905 by the Maryland Steel Co., Sparrow's Point, Md.; acquired 27 July 1917; and commissioned 10 November 1917, Lt. C. H. T. B. Tissell, USNRF, in command.

Genesee sailed from Philadelphia 20 November 1917 and, after joining a convoy at New London, reached Queenstown, Ireland, 27 January 1918. Until the end of World War I she operated in the Bremerhaven-Queenstown areas patrolling, towing, and serving as standby for deep sea rescue work. After towing *Luella* from Queenstown to Brest, *Genesee* arrived Ponta Delgada, Portugal, 31 December 1918 and served as a tug at that port until 1 April 1919 when she sailed for Brest. She provided tug services and aid to stricken ships and finally got underway 30 September for a 7-month tour of duty off Spalato, Dalmatia, and in Castella Bay.

Next assigned to the Far East, *Genesee* arrived Cavite, Luzon, 7 September 1920 for permanent duty on the Asiatic Station. She spent the summer of 1921 with the fleet at Chefoo, China, and returned to Cavite 19 September. Subsequently she operated as a tug, a ferry, and a target tow in the Philippines until she was scuttled at Corregidor 5 May 1942 to avoid capture.

Genessee was awarded one battle star for World War II service.

III

(AOG–8: dp. 4,335; l. 310'9"; b. 48'6"; dr. 15'8"; s. 14 k.; cpl. 127; a. 4 3")

The third *Genessee* (AOG–8) was launched 23 September 1943 by Cargill, Inc., Savage, Minn., sponsored by Mrs. Helen Rae Clark; and commissioned 27 May 1944, Lt. C. R. Heath in command.

After shakedown, *Genesee* loaded her first cargo of high octane aviation gasoline at Aruba, Netherlands West Indies, 14 July 1944 and entered Pearl Harbor 11 August. Until the spring of 1945, she made five voyages from Pearl Harbor to Canton, Phoenix Islands, a vital refueling base for planes flying to the South Pacific, and numerous inter-island runs. She reached Eniwetok 5 March 1945 and, after loading a maximum cargo of diesel oil and freight, sailed for Ulithi and Leyte to discharge her oil. Following her return to Ulithi and a round-trip voyage thence to Hollandia, *Genessee* loaded motor gasoline at Ulithi and steamed to Okinawa, arriving 20 May 1945. She served the fleet through the summer, getting underway 26 August with motor and aviation gasoline for Tokyo Bay. She moored to the Yokohama Oil Docks 2 September 1945, the day of Japan's formal surrender ceremony on board battleship *Missouri*. One of the first Allied tankers to anchor in Japanese homeland waters since 1941, *Genesee* delivered oil and gasoline to different Japanese ports until departing 14 December 1945 for Long Beach, Calif., arriving 19 January 1946.

Until the winter of 1949 *Genesee* operated in the Pacific, visiting such distant ports as Samoa; Guam; Jinsen, Korea; Yokosuka; Tsingtao, China; Seattle, Kwajalein; and Kodiak, Alaska, while operating out of San Francisco, Pearl Harbor, and San Diego. She decommissioned at San Francisco 14 December, but the Korean conflict soon restored her to active duty.

Recommissioned 28 July 1950, *Genesee* put in at San Diego 25 August and subsequently reached Pearl Harbor 5 October. Following voyages thence to Midway, Eniwetok, and Samoa, she sailed for Japan 8 January 1952, arriving Sasebo 23 January, and made frequent fuel-carrying voyages to Korea supporting U.N. forces.

Genesee reached Guam 2 May and operated there until returning to Pearl Harbor 3 August 1952. Based at Pearl Harbor until the spring of 1960, *Genesee* cruised thence to Eniwetok, Guam, Subic Bay, Melbourne, Long Beach, and Yokosuka. She sailed 31 May 1960 for her new home port of Sasebo, Japan, arriving 17 June, and continued operations in Far Eastern waters. On 3 January 1961 she got underway for Subic Bay, where she stood by during the Laotian crisis until 25 January, and returned to Sasebo when the danger of combat passed. Her home port was changed to Subic Bay early in 1962 and, through June 1964, *Genesee* was occupied with demanding traning exercises and cruises in the Philippine, Korean, Japanese, and Okinawan waters. She arrived Pearl Harbor, her new home port, 26 July 1964 and made a run to Midway in August to deliver jet fuel. She then headed for the West Coast in the fall for Operation "Hardnose" off the Camp Pendleton area. The gasoline tanker next made a run to Pearl Harbor with gasoline and diesel fuel, arriving 31 October. She began a much needed yard overhaul at Pearl Harbor 15 December which was completed in March 1965.

While *Genesee* was being overhauled, Communist aggression in Vietnam was intensified. Repairs completed, the tanker headed for the fighting zone where her outstanding service won her the Navy Unit Citation. She "contributed materially to the success of military operations by delivering over 9.8 million gallons of petroleum fuel, pumping over 2 million gallons of salt water to aid in air strip construction, delivering diesel fuel from her bunkers and maintaining bottom lay fuel lines on a most demanding schedule and frequently under most adverse weather conditions in an open sea anchorage."

Genessee returned to Pearl Harbor 16 November for upkeep and operations in Hawaiian waters. She sailed for the Far East once more 2 May 1966 and 3 June was again off Da Nang, South Vietnam, supporting the 3d Marine Amphibious Force. Late in October she left the war zone and steamed, via the Philippines and Japan to Pearl Harbor, where early in 1967 she prepared for future action.

Genesee was awarded one battle star for World War II service.

Geneva

A county in Alabama.

(APA–86: dp. 4,270 (lt.); l. 426'; b. 58'; dr. 16'; s. 17 k.; cpl. 230; trp. 849; a. 1 5", 8 40mm., 10 20mm.; cl. *Gilliam;* T. S4–SE2–BD1)

Geneva (APA–86) was launched under Maritime Commission contract 31 January 1945 by the Consolidated Steel Corp., Ltd., Wilmington, Calif.; sponsored by Mrs. Leonard Firestone; acquired by the Navy 21 March 1945; and commissioned the following day, Comdr. Peter J. Neimo in command.

Following shakedown out of San Diego, *Geneva* departed that port 19 May 1945 with over 500 marines and sailors for Pearl Harbor and Majuro atoll, Marshall

USS *Genesee* (AOG–8)

Islands, where she arrived 7 June. After embarking marines and Japanese prisoners of war, there she picked up additional passengers at Kwajalein for passage to Pearl Harbor. There she picked up veterans whom she landed at San Francisco 27 June. Proceeding to Seattle, she embarked nearly a thousand soldiers for the garrison forces on Okinawa, debarking them at Buckner Bay 12 August. She sailed from Okinawa 5 September for Korea and landed Army units at Inchon 8 September.

Geneva returned to Okinawa 15 September, weathered a typhoon, and embarked the 11th Artillery Regiment of the 4th Marine Battalion and their cargo for passage to Taku, China, where she arrived 5 October. There she received 21 European repatriates on board, embarked 302 others at Tsingtao 7 October, and carried her passengers to Hong Kong on the 13th. Here she received Chinese troops and equipment, transported them to Chinwangtao 30 October, and returned to Hong Kong to embark more Chinese troops for passage to Tsingtao, arriving 14 November.

Geneva departed Tsingtao on 23 November, embarked over a thousand homeward-bound veterans at Luzon, Philippines, and reached San Francisco 19 December. On 11 January 1946, she began a troop-transport voyage from San Francisco to Pearl Harbor and returned to San Diego 7 February. The attack transport returned to Pearl Harbor 2 March for training in the Hawaiian area until she departed 17 May to serve in Operation "Crossroads," a joint atomic bomb experiment of the Army and Navy in the Marshall Islands at Bikini. More than 200 ships, 150 aircraft, and some 42,000 men were involved in this vast experiment directed by Vice Admiral William H. P. Blandy. Seventy-five target ships—American, German, and Japanese—were moored in the target area.

Geneva arrived off Bikini on 30 May 1945 and rode at anchor for a month. Her crew then transferred to *Appling* (APA–58) since *Geneva* was to be one of the target ships in "Test Able" on the morning of 1 July 1946 when the fourth atomic bomb to be exploded and the first ever detonated over water was to be dropped from a B–29. The attack transport survived the explosion and the huge column of water and steam that rose to 35,000 feet and formed a mushroom-shaped cloud.

Geneva was declared free of radioactivity the following day. She also survived "Test Baker" 25 July. That morning at 0835 atomic bomb suspended below LSM–60 was exploded—the first to be detonated under water. *Geneva* was in normal operation 4 days after that explosion, steaming to Kwajalein 25 August, then proceeding via Hawaii to San Francisco, where she arrived 5 November.

Geneva departed San Francisco on 4 December, touched San Diego and transited the Panama Canal for Norfolk, Va., where she arrived on the 27th. She was decommissioned at Norfolk 23 January 1947; and her name was struck from the Navy List on 25 February. She was returned to the Maritime Commission on 2 April and entered in the National Defense Reserve Fleet at James River, Va. She was transferred to Wilmington, N.C., in July 1955 and sold for scrap by the Maritime Administration 2 November 1966.

Geneva, Lake, see *Lake Geneva*

Genevieve

A former name retained.

(SP–459: dp. 95; l. 82′; b. 16′; dr. 5′; s. 12 k.; a. none)

Genevieve was a wooden steam yacht build in 1895 at New Bedford Mass.; later converted to use for charter fishing parties; purchased by the Navy 19 September 1918 from F. H. Myer & A. S. Smith of New York; placed in service 19 September and commissioned 9 December 1918, Ens. C. J. Johnson, USNRF, in command.

Genevieve spent her entire career as a water taxi in New York harbor. Assigned to NOTS of the 3d Naval District, she often carried civilian working parties and their gear from dock to dock and ship to shore accommodating up to 73 passengers at a time. She decommissioned 9 August 1919 and was sold 20 November 1919 to Marvin Briggs, Inc., New York.

Gentry

Wayne Roy Gentry, born in Twin Falls, Idaho, 25 August 1920, enlisted in the Naval Reserve 18 June 1941 and was appointed an Aviation Cadet 18 September 1941. Commissioned a Second Lieutenant in the Marine Corps Reserve 27 May 1942, he served at Corpus Christi, Tex., and San Diego, Calif., before being ordered to duty in the Pacific. Lieutenant Gentry was killed in action 2 November 1942 in the Solomon Islands area while serving as a pilot in a Marine Scout-Bombing Squadron and was posthumously awarded the Air Medal.

(DE–349: dp. 1,350; l. 306′; b. 36′8″; dr. 13′4″; s. 24 k.; cpl. 222; a. 2 5″, 4 40mm., 10 20mm., 3 21″, 8 dcp., 1 dcp. (h.h.), 2 dct; cl. *John C. Butler*)

Gentry (DE–349) was laid down 13 December 1943 by the Consolidated Steel Corp., Orange, Tex., launched 15 February 1944; sponsored by Miss Jean Maxine Gentry, Lt. Gentry's sister; and commissioned 14 June 1944, Lt. Comdr. D. A. Smith in command.

Following shakedown off Bermuda and duty as a school ship at Norfolk, *Gentry* arrived New York 25 September 1944. Between 6 October and 23 December, she made two round-trip, convoy-escort voyages out of New York to Marseilles, France, and Oran, Algeria. *Gentry* then sailed from New London, Conn., 9 January 1945; escorted submarines *Bullhead* (SS–332) and *Lionfish* (SS–298) to Key West, Fla.; and continued via the Panama Canal to the Western Pacific, arriving Manus, Admiralties 20 February. During the next 4 months *Gentry* escorted convoys between New Guinea and the Philippines, throughout the Philippine Archipelago, and from Manila Bay and Leyte Gulf to the Palaus and Western Carolines. In July she escorted a convoy to Okinawa and served on picket duty before returning Leyte late in the month.

After the Japanese capitulation 15 August, *Gentry* continued escorting convoys out of Leyte Gulf to New Guinea, Manila Bay, and Okinawa. In addition, she served on air-sea rescue patrol in Leyte Gulf until 27 November when she departed Leyte for the United States. Arriving Los Angeles 18 December, she was towed to San Diego 6 April 1946. *Gentry* decommissioned there 2 July 1946 and entered the Pacific Reserve Fleet at Stockton, Calif. She was later transferred to Mare Island, Calif., where she remains.

Geoanna

A former name retained.

(IX–61: l. 111′6″; b. 22′6″; dr. 14′9″; s. 8 k.)

Geoanna (IX–61), a steel auxiliary schooner, was built in 1934 by Craig Shipbuilding Co., Long Beach, Calif., and acquired by the Navy from the Maritime Commission 1 February 1942. She was placed in service 19 February 1942.

Assigned to the 11th Naval District, *Geoanna* performed miscellaneous duties for Port Director, San Pedro, until turned over to the Coast Guard on a temporary basis 2 July 1943. She served as a Coast Guard operational training ship until being redelivered to the Maritime Commission by the Navy 28 August 1943. She was subsequently turned over to the Army 3 September 1943.

George

Eugene Frank George, born in Grand Rapids, Mich., 23 April 1925, enlisted in the Navy 18 May 1942 and re-

ported for duty in *San Francisco* (CA–38) at Pearl Harbor 17 July. As an antiaircraft gunner, he participated in the bitterly-fought naval engagements against the Japanese off the Solomon Islands following the American invasion of Guadalcanal 7 August. On 12 November *San Francisco* and other ships of Rear Admiral Richard K. Turner's Task Force 67 formed a protective screen off Lunga Point while troop reinforcements debarked from the transports and landed on Guadalcanal. During early afternoon a force of enemy fighters and bombers attacked the ships, but effective antiaircraft fire and air cover repelled the attack and inflicted heavy losses on the enemy planes. One torpedo-bomber, damaged by antiaircraft fire from the screening ships, crashed *San Francisco*, destroying the after control station and demolishing three 20mm. gunmounts. Seaman George, who courageously refused to abandon his gun in spite of the onrushing plane, blazed away at the attacker until killed by the doomed aircraft. For his grim perserverance and relentless devotion to duty in the face of certain death, he was posthumously awarded the Navy Cross.

(DE–276; dp. 1,150; l. 289'5"; b. 35'; dr. 10'5"; s. 19.5 k.; cpl. 198; a. 3 3", 4 1.1"; 9 20mm., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Evarts*)

DE–276 was laid down as *George* 20 May 1943 by Boston Navy Yard; assigned to the United Kingdom under the lend-lease 22 June 1943; launched 8 July 1943; transferred to the United Kingdom 9 October 1943; and commissioned in the British Royal Navy as HMS *Goodson*. During the remainder of World War II, she served on escort and patrol duty in the Atlantic and along the English coast. She supported the Allied Invasion of Europe at Normandy 6 June 1944. Damaged late in August, she was returned to the United States 21 October. On 9 January 1947 she was sold to John Lee of Belfast, N.I.

(DE–697; dp. 1,400; l. 306'; b. 37'; dr. 13'6"; s. 23.6 k.; cpl. 213; a. 3 5", 4 1.1", 8 20mm., 3 21" tt., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Buckley*)

George (DE–697) was laid down 22 May 1943 by the Defoe Shipbuilding Co., Bay City, Mich.; launched 14 August 1943; sponsored by Mrs. Harlow F. George, the mother of Seaman Second Class George; and commissioned at New Orleans, La., 20 November 1943, Lt. Comdr. J. E. Page in command.

After shakedown off Bermuda, *George* sailed from Boston 11 January 1944 to escort a merchantman from Norfolk to Noumea, New Caledonia, where she arrived 19 February. Until the spring of 1944 *George* escorted transports to the Admiralties, the New Hebrides, and the Solomons during consolidation operations in the Solomons. On 16 May she sailed from Florida Island, Solomons, in a hunter-killer group with *England* (DE–635) and *Raby* (DE–698) on what was to become one of the most successful antisubmarine actions in the Pacific war.

During this patrol from 19 to 31 May the three-ship team sank six Japanese submarines (*I–16*, *RO–106*, *RO–104*, *RO–116*, *RO–108*, and *RO–105*) in waters north of the Bismark Archipelago—a truly remarkable achievement. *George* arrived Manus 4 June after this feat, and during the next 3 months she conducted antisubmarine patrols and escorted merchantmen to the New Hebrides, the Solomons, and the Marshalls. After serving briefly as stationship at Funafuti, Ellice Islands, she steamed to Australia, arriving Sydney 12 October.

After returning to Purvis Bay, Florida Island, 28 October, *George* resumed antisubmarine patrols and escorted convoys to New Guinea, Manus, Guam, and Saipan. During the liberation of the Philippines she escorted convoys out of Ulithi and in February 1945 she escorted ships from Guam to Iwo Jima during the invasion and occupation of that embattled island. In addition she served as air-sea rescue station, and on 18 April 1945 she rescued three survivors from a B–29 forced to ditch off Iwo Jima. During the summer of 1945, she made two escort voyages to Okinawa, one each from Ulithi and Guam; and, after the Japanese surrender, she delivered surrender terms 12 September to the Japanese garrison stationed on Truk, Carolines. She departed Guam 18 September and sailed for the United States, where she arrived San Pedro, Calif., 5 October.

Between 10 March 1946 and 9 April 1947 *George* deployed with the 7th Fleet in the Western Pacific. She operated along the Japanese coast and steamed to Tsingtao and Shanghai, China, where she supported American and Chinese Nationalist troops during occupation operations against the Communists in North China. From 1947 to 1951 she served with Escort Division 31, attached to the Fleet Sonar School at Pearl Harbor. *George* moved to San Diego with the Fleet Sonar School in 1951 and served there until undergoing overhaul at Peal Harbor in the spring of 1953. Following return to San Diego in September 1953, she sailed for Sasebo, Japan, 10 November and conducted hunter-killer and screening operations in Japanese, Korean, and Okinawan waters. She returned to San Diego 25 June 1954, and for more than a year she operated out of San Diego along the coast of southern California.

George sailed on her next WestPac cruise 4 October 1955. She operated out of Guam for more than 2 months and conducted surveillances of the Carolines, Marianas, Bonin, and Volcano Islands before reaching Yokosuka, Japan, 17 January 1956. She participated in convoy, antisubmarine warfare, and gunnery exercises until 10 March when she sailed for the West Coast, arriving San Diego 31 March. Subsequently, she resumed operations out of San Diego, highlighted by an October 1956 cruise to British Columbia. On 3 January 1957 she again sailed to join the 7th Fleet, the force for peace in the Far East. After steaming to New Zealand and Japan, she served as station ship at Hong Kong; participated in SEATO maneuvers off the Philippines; and operated out of Guam on island surveillance patrols in the Marianas. Departing Guam 10 June she returned to San Diego 7 July. On 18 September 1957 *George* was assigned to duty as a reserve training ship out of San Francisco. She decommissioned at San Francisco 8 October 1958 and entered the Pacific Reserve Fleet at Stockton, Calif., where she remains.

George received two battle stars for World War II service.

George A. Johnson

George Alfred Johnson, born in Fleetwood, Pa., 26 September 1922, enlisted in the Marine Corps 28 January 1942. He served at Parris Island, S.C., and Quantico, Va., before sailing for the Pacific in April 1942. Attached to the 1st Marine Raider Battalion, Private Johnson participated in the invasion of Tulagi, Solomon Islands, 7 August 1942. During mop-up operations 2 days later, his squad came under rifle fire from a sniper's nest in a nearby cave. Private Johnson rushed to the mouth of the cave and continued to throw in grenades until he was killed, allowing his squad to advance. For his indomitable fighting spirit and outstanding bravery, Private Johnson was posthumously awarded the Silver Star.

(DE–583; dp. 1,450; l. 306'; b. 37'; dr. 9'8"; s 24k.; cpl. 186; a. 25", 4 40mm., 10 20mm., 3 21" tt., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Rudderow*)

George A. Johnson (DE–583) was laid down by Bethlehem-Hingham Shipyard, Hingham, Mass., 24 November 1943; launched 12 January 1944; sponsored by Mrs. Alfred R. Johnson, Private Johnson's mother; and commissioned 15 April 1944, Lt. Comdr. Alvin Robinson in command.

After shakedown off Bermuda, *George A. Johnson* departed New York 24 June 1944 to escort a convoy bound for Bizerte, Tunisia. Despite several encounters with German aircraft off the North African coast, the convoy reached Bizerte 14 July. She then returned to New York

for exercises and upkeep before departing Norfolk 2 September and joining another Mediterranean-bound convoy. This time the ships steamed to Palermo, Sicily, arriving 23 September. She next joined a westbound convoy 28 September and arrived New York 17 October.

After preparing for duty in the Pacific, she departed New York 3 November and steamed via the Panama Canal to Hollandia, New Guinea, where she arrived 24 December. *George A. Johnson* carried out vital tasks of escorting and protecting supply convoys from New Guinea to Allied bases in the Philippines. Departing Mois Woendi 4 January 1945, she joined cargo ships bound for Lingayan Gulf, Luzon. Four Japanese suicide planes attacked the convoy 12 January; but, under cover of excellent antiaircraft fire of *George A. Johnson* and other escorts, the entire convoy reached Lingayen Gulf the next day.

George A. Johnson engaged in patrol and convoy duties in the Philippines until 26 January 1945, when she supported landings at San Antonio, Luzon. After this operation, she resumed convoy escort duty out of Leyte Gulf, steaming to Ulithi, Hollandia, and Manus. Arriving Hollandia from Leyte Gulf 27 April, she remained there until August.

Returning to the Philippines after the Japanese capitulation, *George A. Johnson* departed Manila 4 September for Jinsen, Korea, to join Admiral Kinkaid in *Rocky Mount* (AGC–3). The force then set course for the Yangtze River 15 September and on 19 September were the first American ships since 1941 to enter this great portal to China. Continuing to Shanghai, *George A. Johnson* and other units of the 7th Fleet were greeted enthusiastically by the Chinese people as they aided in the reoccupation of Shanghai and establishment of the Yangtze Patrol.

Her war service completed, *George A. Johnson* departed for Okinawa 11 October. From there she steamed via Pearl Harbor to San Diego, arriving 5 November. She remained at San Diego and decommissioned 31 May 1946. In August, however, she was assigned to the 12th Naval District as a training ship. She served out of commission in this capacity until 29 September 1950 when she was placed in commission in reserve as a training ship. Until late 1957 *George A. Johnson* trained reservists, making occasional cruises off the California coast. She decommissioned in September 1957, and entered the Pacific Reserve Fleet at Mare Island, Calif. Her name was struck from the Navy List 1 November 1965. At present she is berthed at Mare Island, awaiting sale for scrapping.

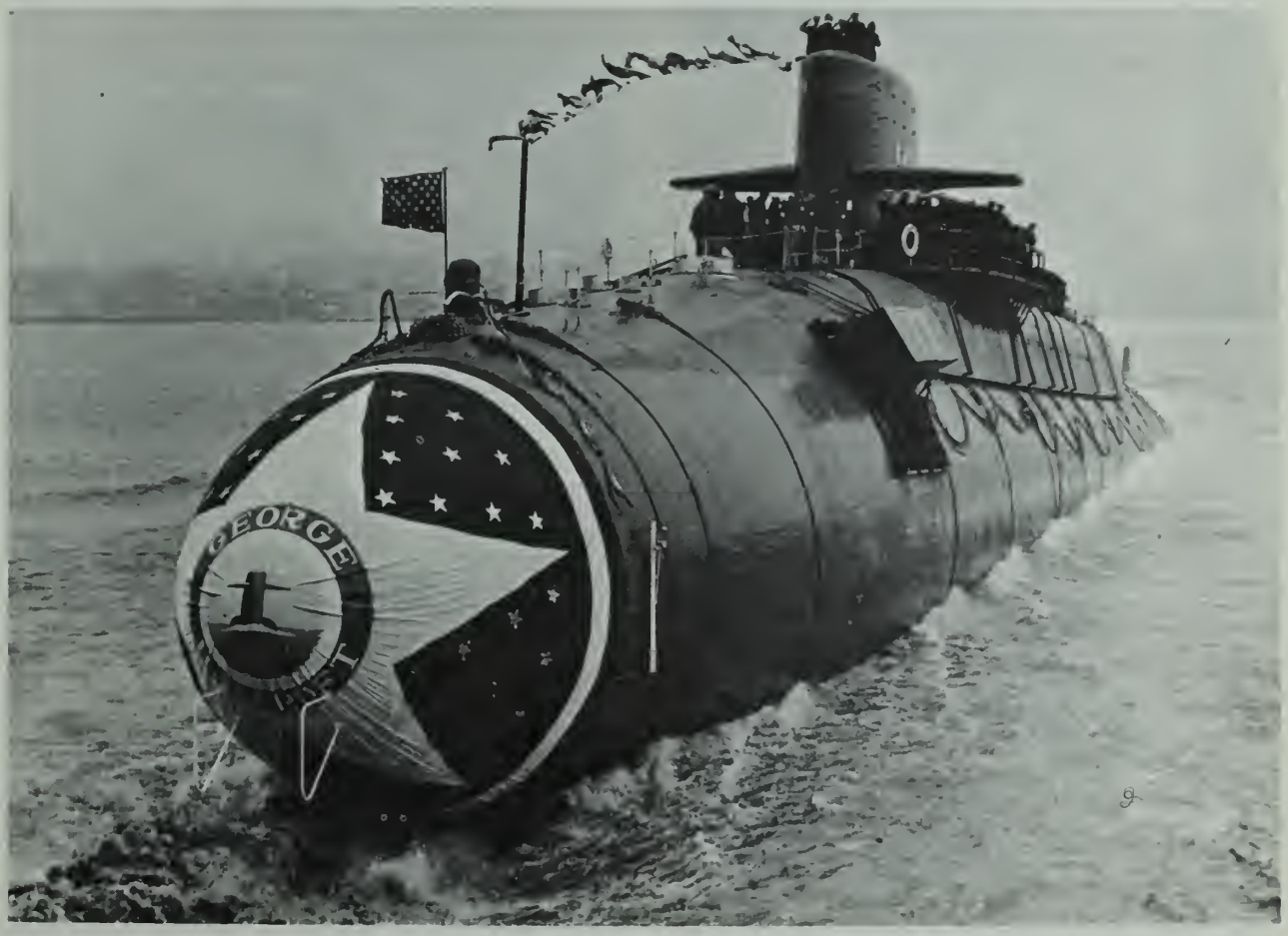
George B. Cortelyou, see *Cetus* (AK–77)

George Bancroft

See *Bancroft* (*DANFS* I, 90) for biography of George Bancroft.

(SSB(N)–643: dp. 7,320 (surf.), 8,250 (subm.); l. 425′; b. 33′; s. over 20 k.; cpl. 140; a. 16 A–3 Pol. mis.; cl. *Lafayette*)

George Bancroft (SSB(N)–643) was laid down by the Electric Boat Division of General Dynamics Corp., Groton, Conn., 24 August 1963; launched 20 March 1965; sponsored by Mrs. Jean B. Langdon, great, great granddaughter of Secretary Bancroft, and Mrs. Anita C. Irvine, great, great, great granddaughter; and commissioned 22



USS *George Bancroft* (SSB(N)–643)—down the ways 20 March 1965

January 1966, Captain Joseph Williams (blue crew) and Comdr. Walter M. Douglas (gold crew) in command.

The new Polaris submarine was assigned to Submarine Squadron 14 of Submarine Flotilla 6 with New London as home port. Her first deployment began 26 July 1966. Soon after the patrol was successfully completed at Holy Loch, Scotland, the gold crew relieved the blue. A few weeks later, *George Bancroft* got underway for her second patrol which ended toward the close of the year. Early in 1967, *George Bancroft* began her third patrol. She silently and invisibly roves the seas as a mighty deterrent against aggression, preserving the peace and protecting freedom.

George Burton

Original name retained.

(Tr: t. 443; l. 127'; b. 21.5'; dr. 14.3'; s. 9.5 k.; cl. *Strath*)

George Burton, a British trawler chartered by the U.S. Navy in the spring of 1919 to help clear the North Sea of mines, was taken over at Grimsby Naval Base. She commissioned 26 May 1919, and was assigned to the Minesweeping Detachment, Mine Force, U.S. Naval Forces in European Waters. The Detachment was based at Kirkwall, Scotland, and began sweeping the vast area in April. Ships of the trawler division followed in the wake of the minesweepers to make sure that no mines remained and accounted for a larger number of mines than had been expected.

However, following the loss of trawler *Richard Buckley*, it was decided that these light ships were not strong enough to withstand the shock of exploding mines. The majority were, therefore, returned to the Admiralty. *George Burton* was dispatched to Brightlingsea, England; decommissioned 5 August; and was returned 30 September 1919.

George C. Marshall

George Catlett Marshall, born at Uniontown, Pa., 31 December 1880, was commissioned Second Lieutenant 2 February 1901 upon graduation from the Virginia Military Institute. After serving in the Philippines from 1902 to 1903 and at various posts in the Western United States, he went to the Army Staff College at Fort Leavenworth, Kans., in 1908. Graduating at the head of his class, he instructed in the school until 1910.

Assignments with the Massachusetts National Guard and the 4th Infantry in Arkansas and Texas preceded his return to the Philippines in 1913. There his brilliance on maneuvers won him prophetic praise from General James Franklin Bell, who called him: "one of those rare men who live and dream in their profession—a soldier who is not satisfied with daily duty superbly done. . . . the greatest military genius of America since Stonewall Jackson."

When the United States entered World War I, Marshall accompanied the 1st Division to France in July 1917. In the summer of 1918, he was transferred to the A.E.F. Headquarters where he helped to formulate plans for the St. Mihiel offensive and to transfer some 500,000 troops to the Argonne front in 2 weeks without the enemy's knowledge. In October Marshall became Chief of Operations of the 1st Army during the final action on the Meuse-Argonne sector, which helped greatly to force Germany to capitulate.

Outstanding service in a number of important assignments during the years between the wars won Marshall appointment as Chief of Staff of the Army in September 1939 when Nazi aggression plunged the world into World War II He directed the mobilization of an army of some 10 million men which operated with the Navy and Allied forces in crushing the Axis powers. He was appointed General of the Army 16 December 1944.

After World War II, Marshall served as Secretary of State from 21 January 1945 to 21 January 1949 and was Secretary of Defense from 12 September 1950 to 12 September 1951. He died in Washington 16 October 1959.

(SSB(N)-654; dp. 7,320 (surf.), 8,250 (subm.); l. 425'; b. 33'; s. over 20 k.; cpl. 140; a. 16 A-3 Pol. mis.; cl. *Lafayette*)

George C. Marshall (SSB(N)-654) was laid down by Newport News Shipbuilding & Dry Dock Co. 2 March 1964; launched 21 May 1965; sponsored by Mrs. George C. Marshall, widow; and commissioned 29 April 1966, Comdr. Warran Rich Cobean (blue crew) and Comdr. Willard Edward Johnson (gold crew) in command.

Following shakedown, *George C. Marshall* prepared for duty as one of the Navy's nuclear powered Polaris submarines silently and invisibly roving the seas as a mighty deterrent against aggression, preserving peace and protecting freedom. At her launching former Secretary of State Dean Acheson eloquently described the mighty submarine's role in the turbulent cold war: ". . . the waves set up by this launching will go to the furthest reaches of our foreign relations. The very existence of this ship, her power, her mission, her orders, her competence to execute them, will effect more computations, more decisions, than we can readily imagine. Far beyond the Pentagon, the State Department, and the White House she will add a new factor, a new magnitude, to the correlation of forces by which the communists determine their decisions."

George C. Yount, see *Ascella* (AK-137)

George Clarke

A former name retained.

(Tr: t. 500; l. 135'; b. 22'; dr. 14.5'; s. 10 k.; cl. *Castle*)

George Clarke, a British trawler chartered by the U.S. Navy in the spring of 1919 to help clear the North Sea of mines, was taken over at Grimsley Naval Base, and commissioned 15 May 1919, Lt. (j.g.) E. V. Wilder in command.

George Clarke was assigned to the Minesweeping Detachment, U.S. Naval Forces in Europe, and departed Kirkwall, Scotland, 7 July 1919 to begin the dangerous and arduous task of taking up the mine barrage. On 11 July *George Clarke* had a close call when an exploding mine damaged her sweep. The next day, shortly before sunset, she was some 400 yards from *Richard Bulkeley*, when a mine explosion ripped a hole in that ill-fated trawler. *George Clarke* steamed to the rescue but was still over 100 yards away when the stricken ship went down. *George Clarke* picked 12 survivors and returned to Kirkwall.

The next day at a conference on board *George Clarke*, Rear Admiral Strauss decided that the trawlers were not strong enough to withstand the shock of mine explosions close aboard. Most of the trawlers were, therefore, detached from minesweeping duty. *George Clarke* was sent to Brighton, England, where she was decommissioned and was returned to the Admiralty 11 August.

George Clymer

George Clymer, born in Philadelphia, Pa., 16 March 1739, was a Philadelphia merchant and prominent American patriot. Among the first to advocate complete independence from Great Britain, he became a member of the Pennsylvania Committee of Correspondence in 1774 and was elected to the Continental Congress, serving as one of two treasurers from July 1775 to August 1776. He signed the Declaration of Independence 2 August 1776. During the War of Independence, he fought in the Battle of Princeton and served on many commissions that dealt with the war and financial matters. He joined Robert Morris and others in founding the Bank of Pennsylvania

in 1780. He again served in the Continental Congress from 1780 to 1783 and was an influential member of the Pennsylvania Assembly from 1785 until 1789. He was a delegate to the Constitutional Convention of 1787 and from 1789 to 1791 served in the First Congress. President Washington appointed him Supervisor of Internal Revenue for Pennsylvania in 1791, but he resigned after the Whisky Rebellion in 1794. In 1796 he served on a special commission that negotiated a treaty with the Creek and Cherokee Indians in Georgia. George Clymer enjoyed a wide reputation for patriotism, learning, and ability in financial matters. He died in Morrisville, Pa., 23 January 1813.

(AP–57: dp. 11,058; l. 489′; b. 69′6″; dr. 27′4″; s. 18.4 k.; cpl. 512; trp. 1,304; a. 1 5″, 4 3″, 8 20mm., 4 .50 cal. mg.; cl. *Arthur Middleton*; T. C3–P)

George Clymer (AP–57) was laid down as *African Planet* under Maritime Commission contract 28 October 1940 by Ingalls Shipbuilding Co., Pascagoula, Miss.; launched 27 September 1941; sponsored by Mrs. Kathryn Stapleton; renamed *George Clymer* 9 January 1942; acquired by the Navy 15 June 1942; and commissioned the same day, Captain Arthur T. Moen in command.

George Clymer sailed 21 June via Charleston to Norfolk where she arrived 30 July for training in Chesapeake Bay. She embarked 1,400 men of the 9th Infantry Division and departed 23 October for the amphibious invasion of French Morocco. After joining Rear Admiral Monroe Kelley's Northern Attack Group off the Moroccan coast 7 November, at midnight 8 November she debarked assault troops on special net-cutting and scouting missions against garrisons at Mehedia and the fortress Kasba. Just before dawn the first wave of troops hit the beach and encountered resistance from the Vichy French. Enemy shore batteries fired on the assembled transports and straddled *George Clymer* before she opened the range. Hard fighting continued ashore until 11 November. *George Clymer* debarked troops, unloaded cargo, and treated casualties until 15 November when she sailed to Casablanca to complete off-loading cargo. She departed for the United States the 17th, arriving Norfolk 30 November.

After embarking more than 1,300 Seabees, *George Clymer* sailed 17 December for the Pacific. One of the first transports to serve in both the Atlantic and Pacific, she reached Noumea, New Caledonia, 18 January 1943; sailed 23 January for the Fiji Islands; and arrived Espiritu Santo, New Hebrides, 30 January. Redesignated (APA–27) on 1 February, she sailed in convoy 5 February for Guadalcanal, Solomons, where she arrived the 7th to debark reinforcements and embark casualties and Japanese prisoners of war. During almost the next 9 months she sailed the Southwest Pacific, carrying cargo and rotating troops from bases in New Zealand, New Caledonia, the New Hebrides, and the Fijis to Guadalcanal. On 19 April she evacuated 38 Chinese and Fijian women and children, who had hidden from the Japanese for more than a year, from Gaudalcanal and transported them to Noumea.

As flagship of Rear Admiral T. S. Wilkinson's 3d Amphibious Force, *George Clymer* departed Guadalcanal 30 October for the invasion of Bougainville. Closing Cape Torokina 1 November, she debarked men of the 2d Marine Raider Battalion before joining other transports in a combined bombardment of enemy positions on Cape Torokina. She returned to Port Purvis, Florida Island, 3 November; and during the next 2 months she made three runs to Bougainville, carrying reinforcements and cargo from the Fijis and Guadalcanal.

George Clymer continued troop-carrying and supply runs in the Southwest Pacific until 4 June when she departed Guadalcanal for the invasion of the Marianas. Steaming via Kwajalein, she operated off Saipan from 17 to 30 June while serving as flagship of Rear Admiral L. R. Reifsnider's Southern Attack Group. She reached Eniwetok 4 July; departed 17 July for the assault against Guam; and arrived off Agat 21 July. After debarking assault troops, she served as receiving ship, boat pool tender, and medical station for the Southern Transport Group. She remained at Guam until 20 August; steamed via Saipan to Hawaii; and arrived Pearl Harbor 31 August.

Underway again 15 September, *George Clymer* steamed via Eniwetok and Manus, Admiralties, to the Philippines, where she landed nearly 1,000 troops at Dulag 21 October during the invasion of Leyte. She returned to Manus 28 October; and, following a troop and cargo-carrying mission to New Britain and back, she sailed 11 November for the United States and arrived San Francisco 3 December for overhaul. Sailing 26 January 1945, she reached Guadalcanal 11 February and for more than a month trained for the invasion of Okinawa. She departed Ulithi, Carolines, in convoy 27 March; arrived off Hagushi 1 April; then debarked troops and unloaded cargo before departing 5 April. Steaming via Saipan and Pearl Harbor, she arrived San Francisco 9 May.

After conversion to a transport squadron and relief amphibious force flagship, she transported 1,200 Seabees to Pearl Harbor from 21 to 27 July. After returning to San Francisco 5 August with wounded veterans embarked, she sailed 12 August for the Philippines. She reached Manila 7 September; embarged nearly 1,000 occupation troops of the 33d Infantry Division; and transported them to Japan, arriving Wakayama 25 September. Between 3 and 21 October she made a similar voyage from Leyte to Japan; then, as part of the "Magic-Carpet" fleet, between 31 October and 14 November she carried more than 1,200 veterans from Saipan to San Francisco. Between 27 November and 28 December she cruised to Guam and Saipan and returned to San Pedro with homebound troops.

Prior to the outbreak of Communist aggression in Korea, *George Clymer* supported various naval operations in the Pacific. From 1 June to 20 August she served at Bikini Atoll as flagship for Transport Division 11 during atomic bomb tests in the Marshall Islands. She conducted training operations along the Pacific coast until 15 December 1947 when she departed San Pedro for the Far East. Arriving Tsingtao, China, 20 January 1948, for more than 6 months she operated along the Chinese coast supporting the Nationalist Chinese troops during the Chinese Civil War. She departed Tsingtao 5 August; embarked troops at Guam; and transported them via the Panama Canal to Morehead City, N.C., where she arrived 17 September.

George Clymer returned to San Diego 4 October, and during the next 19 months she operated off the coast of Alaska, the West Coast, and in Hawaiian waters. After the invasion of South Korea by North Korean troops, she departed San Diego 14 July and carried units of the 5th Provisional Marine Brigade to Pusan, South Korea, where she debarked them 2 August to help stem the Communist advance at Masan. After returning to Yokosuka, Japan, 7 August, she embarked men of the 1st Marine Division at Kobe for the amphibious invasion at Inchon 15 September. Following the successful landings, she served as amphibious control and hospital ship before returning to Sasebo 29 September with casualties. She returned to Inchon 8 October to embark marines, and on 17 October she sailed for Wonsan, where she landed troops the 25th. Departing Wonsan 30 October, she steamed via Yokosuka to the United States and arrived San Diego 24 November.

George Clymer departed San Diego 4 June 1951; and, after embarking troops at San Francisco, she sailed 6 June for the Far East, arriving Yokosuka 20 June. During the next 10 months she supported the effort to repel Communist aggression in Korea; participated in amphibious landings along the Korean coast; rotated troops between Japan and Korea; and cruised Far Eastern waters from the Sea of Japan to the South China Sea to meet the demands of military forces in Asia. On 15 October she rescued nearly 500 survivors from the Japanese merchantman, *Kongo Maru*, caught during a typhoon at Uku Shima, Japan. She departed Yokosuka 1 April 1952; returned to the United States for 7 months; then sailed from San Diego 12 November for a third deployment off Korea. After reaching Yokosuka 29 November,

she took part in troop-rotation runs between Korea and bases in Japan, Okinawa, and the Philippines. On 27 July 1953, as the armistice which brought an uncertain peace to Korea was signed at Panmunjom, she departed Yokosuka for the United States, arriving San Diego 22 August.

Since the termination of hostilities in Korea, *George Clymer* has deployed to the Far East on numerous occasions as an important unit of the always-ready force for peace, the 7th Fleet. Capable of carrying combat-ready troops to any beach in the Western Pacific and Southeast Asia, she had provided vital support during the continuing struggle to meet and repel Communist aggression. Whether in the Strait of Formosa, the Gulf of Tonkin, or along the coast of Vietnam, she has remained ready to intervene promptly and powerfully whenever needed. In August 1964 she cruised the South China Sea in an advanced state of readiness following the Gulf of Tonkin incident. During the summer of 1965 she deployed to South Vietnam, where she participated in amphibious landings at Da Nang and Chu Lai. At present she continues to bolster the American effort to thwart Communist aggression in South Vietnam.

George Clymer received five battle stars for World War II and seven battle stars for Korean conflict service.

George Cochrane

A former name retained.

(Tr: dp. 500'; l. 135'; b. 22'; dr. 14'; s. 10 k.; cl. *Castle*)

George Cochrane, one of a group of 20 trawlers chartered from British civilians to help clear the North Sea Mine Barrage, was acquired and commissioned 28 May 1919 at Grimsby Naval Base, Lt. (j.g.) R. C. Thompson, USNRF, in command.

Departing Falmouth 29 May, *George Cochrane* commenced her minesweeping duties with the North Sea Minesweeping Detachment, based in Kirkwall Bay. She and other converted trawlers swept behind the main line, picking up stray mines and dropping buoys for 5 weeks. Since the hulls of the trawlers were not enough to withstand repeated underwater shocks from the exploding mines, most of them were returned to the Admiralty. After remaining at Kirkwall Bay towing during July 1919, *George Cochrane* departed for Brightlingsea, arriving 9 August, where she was decommissioned and returned to the British 11 August 1919.

George E. Badger

George Edmund Badger, born in New Bern, N.C., 13 April 1795, graduated from Yale in 1813 and studied law in Raleigh, N.C. Elected to the State legislature in 1816, he was judge of the Superior Court at Raleigh from 1820 to 1825. Appointed Secretary of the Navy by President Harrison in 1841, he resigned after Harrison's death. Elected to the Senate in 1846 and again in 1848, at the expiration of his term in 1854 he retired from public life and devoted himself completely to his law practice. An active opponent of secession, after his state passed its 1861 ordinance of secession he continued to be known as a member of the conservative element and attempted to exert a moderating influence. He died in Raleigh 11 May 1866. A vigorous speaker and debater, Badger was known for the depth of his research.

(DD–196: dp. 1,190; l. 314'5"; b. 31'9"; dr. 9'4"; s. 35 k; cpl. 101; a. 4 4", 3 3", 1 .30 cal. mg., 12 21" tt.; cl. *Clemson.*)

George E. Badger (DD–196) was laid down 24 September 1918 by the Newport News Shipbuilding Co., Newport News, Va.; launched 6 March 1920; sponsored by Miss Mary B. Wilson, the namesake's granddaughter; and commissioned 28 July 1920, Lt. Comdr. Albert Gleaves Berry, Jr., in command.

After shakedown, *George E. Badger* based at Charleston, S.C., while operating in Caribbean waters and along the eastern seaboard from Jacksonville, Fla., to Boston. Returning to Philadelphia 6 June 1922, she decommissioned there 11 August 1922 and was subsequently transferred to the Treasury Department 1 October 1930 for use by the Coast Guard. She was reacquired by the Navy 21 May 1934 and redesignated (AVP–16) on 1 October 1939.

George E. Badger recommissioned at Philadelphia 8 January 1940, Lt. Comdr. Frank Akers in command. During the next year she engaged in training operations in the Caribbean. Redesignated AVD–3 on 2 August 1940, she returned to Norfolk 12 January 1941 and subsequently tended planes while based at Argentia, Newfoundland, and Reykjavik, Iceland, until the spring of 1942.

Ordered to Charleston, N.C., 26 May 1942, *George E. Badger* escorted convoys along the eastern seaboard, in the Gulf of Mexico, and to Recife and Rio de Janeiro, Brazil, until returning to Norfolk 15 January 1943 to be fitted out for Atlantic convoy duty. Through the spring of 1943 she operated out of Argentia shepherding convoys bound for the United Kingdom. In June she underwent overhaul at Norfolk, then sailed 13 July for North Africa. Steaming with escort carrier *Bogue* (CVE–9) and destroyer *Clemson* (DD–186), she made her first kill 23 July 1943 after four depth charge attacks broke up deep-running *U–613* southwest of São Miguel, Azores. This victory came just a few hours before planes from *Bogue* attacked and sent *U–527* to the bottom not far away.

After touching Casablanca, *George E. Badger* returned to New York 23 August. During the next 2 months she made another escort voyage from New York to Casablanca, then returned to New York 21 October. Departing Hampton Roads 14 November, she sailed for North Africa with *Bogue* and destroyers *Dupont, Osmond Ingram* and *Clemson* on an offensive antisubmarine patrol. This patrol was aggressively and successfully conducted, blasting *U–172* on 12 December 1943 after a 24-hour game of cat-and-mouse which the German submarine lost.

After escorting another convoy from Norfolk to North Africa and back *George E. Badger* underwent conversion to high speed transport at Charleston and was redesignated APD–33 on 19 May 1944. Sailing for duty in the Pacific, she steamed via the West Coast and Pearl Harbor to Guadalcanal where she arrived 12 August. From there she carried to the Palau Islands. Reaching Angaur Island 12 September, *George E. Badger* screened warships bombarding the island and from 14 to 16 September sent her hardy frogmen ashore for reconnaissance and demolition work. Intelligence was gathered and obstacles on the beach removed before the ship got underway 12 October for Leyte, where until 18 October she supported the reconnaissance and bombardment of the east coast of that strategic island and again landed her frogmen.

Departing 21 October, she called at Kossol Passage, Manus, and Noumea before participating in the Lingayen landings of 5–11 January 1945. In these she lent her effective fire support as requested, and on D-day, 5 January, blew an attacking Japanese torpedo plane out of the air. Her frogmen hit the beaches 2 days later; and, despite frequent air attacks, *George E. Badger* continued screening during landings 7 January until sailing 11 January for Leyte and Ulithi.

Until the spring of 1945 the veteran warship was overhauled at Ulithi; patrolled off Iwo Jima while the fighting raged; and escorted ships from Guam to Guadalcanal, Noumea, and Manus. She sailed from Ulithi 2 April 1945 for Okinawa with carriers delivering replacement aircraft, and subsequently escorted convoys from Saipan to Okinawa. *George E. Badger* sailed from Eniwetok 24 June for Pearl Harbor. Ordered thence to San Francisco for reconversion, she reverted to DD–196 on 20 July 1945 and later decommissioned at that port 3 October 1945. *George E. Badger* was scrapped 3 June 1946.

George E. Badger received eight battle stars for World War II service in addition to the Presidential Unit Citation.

George E. Davis

George Elliot Davis, Jr., born in Martin, Pa., 5 December 1913, graduated from the Naval Academy in 1935. Until 1937 he served in *Maryland* (BB–46) as an aircraft gunnery observer; and, subsequently, until June 1938, he was on duty in *West Virginia* (BB–48). Transferred 15 June 1938 to *Houston* (CA–30), flagship of the Asiatic Fleet, Lt. Davis served in her until 4 February 1942 when he was killed in action by enemy aircraft near Madoera Strait, Borneo.

(DE–357; dp. 1,350; l. 306′; b. 36′7″; dr. 13′4″; s. 24.3 k; cpl. 222; a. 2 5″, 4 40mm., 10 20mm., 3 21″ tt., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *John C. Butler*)

George E. Davis (DE–357) was laid down 15 February 1944 by the Consolidated Steel Corp., Orange, Tex.; launched 8 April 1944; sponsored by Mrs. George E. Davis, Jr., widow; and commissioned 11 August 1944, Lt. Comd. Frederick L. Lincoln in command.

After shakedown off Bermuda, *George E. Davis* departed Norfolk for the Pacific 21 October and arrived Hollandia, New Guinea, 28 November. As a convoy escort, she sailed 7 December for the Philippines where she arrived San Pedro Bay, Leyte, 12 December. Assigned to the Philippine Sea Frontier, during the remaining months of fighting in the Pacific she served in the Southwest Pacific on convoy escort and antisubmarine patrols.

Until March 1945 *George E. Davis* operated out of San Pedro Bay, Leyte, escorting troop and supply convoys to and from New Guinea, the Admiralties, and the Palaus. On 23 March she departed Leyte for the western Philippines; and, steaming via Mindoro, she arrived Subic Bay, Luzon, the 30th. During the next 2 months she patrolled the convoy lanes west of Mindoro and Luzon, sweeping the South China Sea in search of Japanese submarines. Between 3 and 7 June she steamed from Subic Bay to Ulithi, Western Carolines, returning to Subic Bay the 12th as escort for a convoy. Departing 16 June, she returned to Ulithi the 20th; and between 27 and 30 June, she escorted a supply convoy to Leyte Gulf.

During July *George E. Davis* escorted convoys between the Philippines and Okinawa. After the Japanese capitulation 15 August, she continued escort and patrol duties in the Philippines and in the East China Sea. In September she guarded convoys carrying occupation troops from the Philippines to Japan. Early in December she sailed from the Philippines to the coast of China where she supported American and Chinese Nationalist troops during reoccupation operations along the coast of northern China. During January and February 1946 she operated along the coast of Japan before returning to Tsingtao, China, 20 February. She patrolled the East China and Yellow Seas off mainland China until 16 April when she departed for the United States. She arrived San Pedro, Calif., 11 May decommissioned at San Diego 26 August, and entered the Pacific Reserve Fleet.

George E. Davis recommissioned at San Diego 11 July 1951, and departed San Diego 11 October. She steamed via the Panama Canal to the East Coast, where she arrived Newport, R.I., 27 October. Assigned to the Atlantic Fleet, during the next 3 years she operated out of Newport, providing valuable service as a training ship for Naval Reserves. This unheralded but important duty carried her along the eastern seaboard and in the Caribbean and she continued this service until June 1954. She decommissioned 11 November 1954 at Green Cove Springs, Fla., and entered the Atlantic Reserve Fleet. At present she is berthed with the Atlantic Reserve Fleet at Orange, Tex.

George Eastman

George Eastman, born in Waterville, N.Y., 12 July 1854, was educated at the University of Rochester, Rochester, N.Y. An avid photographer, he stimulated photography as a popular hobby by developing and mass-producing his photographic inventions. He invented a process for coating dry plates and began their manufacture at Rochester in 1880. Four years later he developed the first flexible roll film; in 1888 he invented and marketed the "Kodak," the first portable, compact camera, and the following year he perfected a transparent film for amateur use. The George Eastman Co. introduced a daylight-loading film in 1891. Reorganized into the Eastman Kodak Co in 1893, his firm became one of the first in the country to produce a standardized product on a large scale. Eastman established excellent research and chemical laboratories, and under his direction his firm later pioneered the development of many allied photographic products and processes, including amateur motion-picture cameras and a process for color photography. Building Eastman Kodak Co. into a world wide organization, Eastman amassed a great fortune, well over $75 million of which he donated for the advancement of education. His philanthropies established and endowed the Eastman School of Music; and he gave millions of dollars to the University of Rochester, Massachusetts Institute of Technology, Tuskegee and Hampton Institutes, and to various scientific and medical institutions in the United States and Europe. George Eastman died in Rochester, N.Y., 14 March 1932.

(YAG–39: dp. 3,890 (lt.); l. 442′; b. 57′; dr. 30′; s. 10 k.; cpl 100; a. none; T. EC2–S–C1)

George Eastman, a "Liberty-type" cargo ship, was laid down under Maritime Commission contract 24 March 1943 by Permanente Metals Corp., Yard 2, Richmond, Calif.; launched 20 April 1943; sponsored by Mrs. Ann Troutman; and delivered under charter from WSA to Pacific-Atlantic Steamship Co., Vancouver, Wash., 5 May 1943.

She operated as a merchant cargo carrier until placed in the National Defense Reserve Fleet at Suisun Bay, Calif., 24 June 1948. Later taken out of reserve, she was chartered to Pacific Far East Line, Inc., San Francisco, 24 December 1951 and operated as a merchantman in the Far East during the Korean War. On 2 June 1952 she was transferred by the Maritime Administration to the custody of the Navy at Suisun Bay.

Acquired by the Navy 2 April 1953, she was designated *YAG–39* the following month. She was then fitted out with numerous scientific instruments, including nuclear detection and measurement devices, which enabled her to conduct contamination and fallout measurement tests after nuclear explosions. Manned by an experimental crew in a specially protected control cubicle, she also was fitted with electronic remote-control gear that enabled her to serve as a robot ship.

Following extensive conversion, *YAG–39* was placed in service at San Francisco 20 October 1953, Lt. Comdr. Hugh W. Anglin in command. Assigned to Joint Task Force 7, she steamed to Eniwetok, Marshall Islands, where from March through May 1954 she participated in atomic tests at the Pacific Proving Grounds. During Operation Castle," a nuclear underwater test, she gathered fallout data and carried out experimental ship protection studies. After returning to San Francisco, she was placed out of service from June until February 1955.

In May, *YAG–39* again served with Joint Task Force 7 during Operation "Wigwam," the deep underwater nuclear test carried out in the Eastern Pacific. During the next 10 months she operated between the West Coast and Hawaii, and conducted various experimental tests before returning to Eniwetok 8 April 1956 to particpate in additional nuclear tests. From 21 May to 23 July she took part in four nuclear-proving tests and gathered scientific data to advance our knowledge of the atom and the effects of nuclear fission.

Departing Eniwetok 28 July, *YAG–39* steamed via Pearl Harbor to San Francisco where she arrived 16 August. After receiving additional scientific equipment, she departed San Francisco 6 February 1957 to resume experimental operations off the California coast. During the next few months she steamed with *YAG–40* while testing advanced weapons and ship protection systems. Towed to San Diego 21 October for inactivation, she was placed

out of service 1 November and assigned to the Pacific Reserve Fleet at San Diego.

Reactivated in 1962, *YAG–39* commissioned at San Francisco 20 October, Lt. Comdr. William G. Sternberg in command. With her sister ship, *YAG–40*, she departed San Francisco 15 November for Pearl Harbor, where she arrived 24 November for underway training. Assigned to Service Squadron 5, she operated off Hawaii and carried out extensive experimental tests in the fields of ship protection systems and scientific warfare analysis. On 3 July 1963 she was assigned her former merchant name, *George Eastman.*

Since 1963, *George Eastman* has operated as a research ship between the Hawaiian sea frontier and the equatorial area of the mid-Pacific, providing valuable support for various scientific research and defense projects of the Department of Defense. She sailed to the West Coast in April 1966 for a 3-month overhaul; and, following her return to Pearl Harbor 18 August, she resumed research cruises in Hawaiian waters. Her support activities continued through 1966 into 1967.

George F. Elliott

George F. Elliott, born 30 November 1846 in Alabama, graduated from the U.S. Military Academy in 1870 and was commissioned a Second Lieutenant in the Marine Corps. After serving at Washington, D.C., he fought in the Spanish-American War; in a spirited engagement with the enemy near Cuzco Valley Marines led by Captain Elliott were victorious and returned to their camp at Guantanamo Bay. On 21 May 1908 he was appointed Major General and Commandant of the Marine Corps, a position he filled with distinction until his retirement 30 November 1910. General Elliott died 4 November 1931 in Washington, D.C.

I

(AP–13: dp. 7630; l. 507′; b. 56′; dr. 23′8″; s. 16 k; cpl. 550; trp. 1,278; a. 1 5″, 4 3″, 8 .50 cal.; cl. *Heywood*)

George F. Elliott (AP–13), formerly *City of Los Angeles*, was built in 1918 by the Bethlehem Steel Co., Alameda, Calif.; acquired 30 October 1940; and commissioned 10 January 1941, Captain H. G. Patrick in command.

George F. Elliott sailed for Norfolk 16 January 1941 and for the next year carried units of the 1st Marine Brigade to the Caribbean for training exercises and operated out of Norfolk before departing New York 19 February 1942 with over 1,100 men bound for Europe. After joining a convoy off Halifax, Nova Scotia, she reached Belfast, Ireland, 3 March to debark her passengers and subsequently returned to New York 25 March.

After embarking 1,229 fighting men, the ship got underway 9 April with a convoy bound for Tongatabu, arriving 1 month later and debarking her troops. *George F. Elliott* sailed 19 May and arrived San Francisco 5 June for repairs.

Soon ready for sea, she embarked 1,300 men of the 2d Battalion, 1st Marines, and stood out under the Golden Gate 22 June in convoy, reaching Wellington, New Zealand, 11 July where combat gear and stores were loaded. As part of Task Force 62 she departed 22 July for the 1st Marine Division's amphibious assault on Guadalcanal. After conducting landing maneuvers in the Fiji Islands, she proceeded to Guadalcanal.

Closing Lunga Point on D–day, 7 August, *George F. Elliott* sent her boats away at 0733 and simultaneously began discharging cargo. Despite enemy air attacks she continued to work far into the night, ceasing unloading only when the beach head became too congested. The next day, 8 August, she got underway at 1056 to avoid an imminent air attack and at 1159 opened fire on Japanese twin-engined bombers coming in very low and fast over Florida Island. Her antiaircraft guns made repeated hits on a plane approaching the starboard beam only 30 feet off the water; suddenly it swerved and crashed into the ship amidships, spreading raging flames and rupturing the water mains. In spite of the crew's valiant efforts, the fires continued out of control. As salvage was impossible the gutted ship was sunk the same day.

George F. Elliott was struck from the Navy List 2 October 1942. She was awarded one battle star for World War II service.

II

(AP–105: dp. 14,247; l. 491′; b. 65′; dr. 25′8″; s. 17.8 k; cpl. 302; trp. 1,908; a. 1 5″, 4 3″, 16 20mm., 10 .50 cal.; cl. *George F. Elliott*)

The second *George F. Elliott* (AP–105), formerly SS *Delbrasil*, was built in 1939 by Bethlehem Steel, Sparrows Point, Md.; acquired 25 August 1943; and commissioned 23 September 1943, Comdr. A. J. Couble in command.

From 3 October 1943 to 31 January 1944 two troop-carrying voyages out of San Diego brought fighting men to Noumea, Guadalcanal, and Espiritu Santo. Subsequently, *George F. Elliott* left San Francisco 18 February to embark cargo and over 1,700 sailors and marines at Port Hueneme. She steamed thence to Havannah Harbor, New Hebrides, arriving 9 March, and for the next 2 months made troop shuttle voyages between Espiritu Santo, Guadalcanal, the Russell Islands, Manus, and New Guinea before putting in at Pearl Harbor 7 May 1944.

On 29 May *George F. Elliott* departed with attack Group 1 of Task Force 52 for the invasion of the strategic island of Saipan and closed the island's west coast 15 June for D–day. She was ordered to join a diversionary assault force staging a demonstration landing to the northwest to divert the enemy from the real landing beaches. Despite air attack she sent troops away and unloaded cargo until getting underway 22 June for Makin Atoll, Tarawa, Apamama, Pearl Harbor, and finally San Diego, reaching there 17 July.

Following a troop transport voyage to Pearl Harbor and return, *George F. Elliott* made another trip to Pearl Harbor, she sailed from there 15 September for Eniwetok, Manus, and Leyte, reaching the latter port in time for D–day, 20 October 1944. She debarked troops and cargo though harrassed by air attacks, getting underway 24 October with mission accomplished and closing Hollandia the 29th. *George F. Elliott* brought troops and supplies from Wakde Island, New Guinea; and Hollandia in early November, and after embarking more cargo and passengers at Cape Gloucester, New Britain, reached Manus 21 December. She sailed for Lingayen Gulf 31 December and, after witnessing a kamikaze crash carrier *Kitkun Bay* and numerous attacks on other ships off Luzon, reached her destination 9 January 1945 as part of the D–day invasion of Lingayen Gulf.

Discharging men and equipment, the ship sailed at once for Leyte, Manus, and Wake Island, loaded the 33d Infantry Division at the latter port, and debarked it at Lingayen Gulf 10 February. Subsequently steaming to Ulithi she embarked Marine reinforcements destined for Iwo Jima and closed that island 18 March. Loading veterans, she sailed for Pearl Harbor and San Francisco, steaming under the Golden Gate 22 April 1945 to commence repairs.

A round-trip voyage out of San Francisco brought seabees from Port Huemene to Okinawa from 30 May–15 August 1945. As part of the "Magic Carpet" fleet, *George F. Elliott* subsequently made three more round trips from San Francisco, respectively to Pearl Harbor, Yokosuka, and Korea, from 27 August 1945 to 18 January 1946, and her return to Seattle. Underway for Guam 14 February, she touched there 1 March and soon sailed for Norfolk, where she put in 3 April 1946 via the Panama Canal.

Decommissioned there 10 June 1946, she was delivered to the WSA the next day and struck from the Navy List 19 June 1946. *George F. Elliott* was sold to the Farrell Lines of New York in 1948 and renamed *African Endeavor.*

George F. Elliott was awarded four battle stars for World War II service.

George F. Pierce

A former name retained.

(SP–648: t. 252; l. 121'3"; b. 24'; dr. 8'; s. 12 k.)

George F. Pierce, a wooden passenger and freight steamer, was buil by William G. Abbot in 1914; purchased by the Navy from the Milford and Philadelphia Freight Line Co., Philadelphia; and delivered at the Philadelphia Navy Yard 1 February 1918. She served the 4th Naval District as a passenger and supply boat in the Philadelphia area until decommissioning at Philadelphia Navy Yard 17 March 1922. *George F. Pierce* was sold to L. N. Hearn, Milford, Del., 5 June 1922.

George G. Henry

A former name retained.

I

(ID–1560: dp. 13,179 (n.); l. 435'; b. 56'; dr. 26'6"; s. 11 k.; cpl. 59; a. 1 5"; 1 3")

George G. Henry was built in 1917 by the Union Iron Works of San Francisco; chartered by the Navy from the Los Angeles Petroleum Transportation Co., 23 August 1918; and commissioned at New York the same day, Lt. Comdr. Henry F. Weeden, USNRF, in command.

Assigned to NOTS, *George G. Henry* departed New York 29 August 1918 with aviation gasoline and Army medical stores which she delivered at Le Havre, France, then touched Spithead and Plymouth, England, on returning to New York.

In the mid-Atlantic on the morning of 29 September, the tanker spotted a German submarine off her port beam and opened fire on *U–152* some 5,000 yards away, then raced away at flank speed, maneuvering radically to evade the enemy shells; nevertheless, a hit which destroyed her aftermagazine enveloped her stern in flames, and left only two powder charges for her afterdeck gun. As the crew worked to control the fires, the tanker sheered to bring her forward gun to bear on the pursuer, keeping the U–boat just out of range with well-placed salvos, and dropped six smoke screens that hid her from the enemy for some 20 minutes.

The U–boat soon passed to the weather side of the smoke and renewed the action. Shrapnel hit the tanker, inflicting minor injuries on 14 men. Two shells which had survived the explosion of the after magazine were fired from the tanker's after gun at 10:15 a.m.; and ten minutes later the submarine gave up the chase. Credit for her survival was shared by her gunners and her engine room force under Ens. George F. Thompson, USNRF, who, despite flames and dense, acrid smoke, stayed at the posts to maintain speed throughout the running fight.

Having escaped one danger, *George G. Henry* encountered another before reaching New York. Shortly after midnight of 3 October 1918, about 110 miles east of Cape Sable, she made an emergency turn to avoid an oncoming convoy; but, before she could swerve to safety, a red light and mast headlight came close under her port bow and the tanker cut into Navy collier *Herman Frasch* forward of the poop deck and below the water line. Within minutes *Herman Frasch*'s bow rose high out of the water, fell back crushing down on *George G. Henry*'s port rail, hung suspended for a moment, then slid off and sank. The tanker lowered life rafts and boats and swept the sea with her searchlights looking for survivors. By dawn 65 members of the ill-fated collier's crew had been hauled from the sea to safety.

George G. Henry arrived at New York on 6 October for repairs and sailed on 11 November with gasoline and quartermaster supplies which were unloaded at Le Havre, and Rouen, France. She returned by way of England to New York on 21 December 1918, then made three transatlantic voyages from Avondale, La., with cargoes of gasoline and military stores delivered to the French ports of Paulliac, Furth, Blaye, Le Havre, and Rouen. She returned to New York 5 May 1919; was overhauled in the Shewans Dry Dock; decommissioned and was returned to her owner 21 May 1919.

George G. Henry continued operations under her original owner until 1932 when she was acquired by the Standard Oil Co. of New Jersey. In July 1940, due to passage of the Neutrality Act, she transferred to Panamanian registry and operated by the Panama Transport Co. On 15 December 1941 she was time-chartered by the U.S. Navy to visit Balikpapan and Surabaya, N.E.I.; and Port Darwin and Fremantle, Australia. On 14 April 1942 while off Melbourne, Australia, *George G. Henry* reverted back to Standard Oil Co. ownership; and the next day was taken over by the U.S. Navy on a bareboat basis and placed in commission, Lt. Comdr. Jens G. Olsen, USNR, in command.

On 20 April, erroneous word was received to name the ship *Victor*. She sailed for Sydney, Australia, 22 April for conversion to a naval oiler, arriving 25 April to learn her correct name to be *Victoria*. Conversion completed November 1942, *Victoria* (AO–46) (*q.v.*) was placed in service, Lt. Comdr. Jens G. Olsen, USNR, in command.

George H. Bradley

A former name retained.

(SP–327: t. 99; l. 104'; b. 19'; dr. 10'; s. 9 k.; cpl. 26; a. 1 1–pdr.)

George H. Bradley, a wood steamer, was built at Bath, Maine, in 1871; purchased by the Navy 18 May 1917 from her owner, Captain Ocran Humphries of Reedville, Va.; and commissioned the same day at Norfolk, Boatswain S. C. Headley, USNRF, in command.

Assigned to the 5th Naval District, *George H. Bradley* patrolled local waters out of Norfolk until 19 March 1918 when she received minesweeping gear. During the next 3 months she patrolled and swept for mines from Cape Henry to Sea Basque. On 13 June she joined the minesweeping squadron in Chesapeake Bay and swept waters from Norfolk Gate to Baltimore Gate. Her name was struck from the Navy List 6 May 1919 when she was sold to her former owner.

George K. MacKenzie

George K. MacKenzie, born 30 May 1910 in Brooklyn, N.Y., graduated from the Naval Academy in 1931. He attended the Submarine School and Deep Sea Diving School and the advanced course in the Submarine Officers' School in addition to serving in *Raleigh*, *Bonita*, and *Plunger* and commanding *Falcon* and *Triton*. Lt. Comdr. MacKenzie was killed in action 15 March 1943 when three Japanese destroyers sank *Triton* in waters just north of the Admiralty Islands. For heroism and courageous devotion to duty he received the Navy Cross.

(DD–836: dp. 1,620; l. 347'9"; b. 36'1"; dr. 17'4"; s. 37.6 k.; cpl. 276; a. 6 5", 16 40mm., 10 20mm., 5 21" tt., 6 dcp., 2 dct.; cl. *Gearing*)

George K. MacKenzie (DD–836) was launched 13 May 1945 by the Bath Iron Works, Bath, Maine; sponsored by Miss Donna MacKenzie, daughter; and commissioned 13 July 1945, Comdr. Alvin W. Slayden in command.

After shakedown off Cuba, *MacKenzie* returned to Boston 15 September 1945 and subsequently participated in the Navy Day celebrations 27 October at Savannah, Ga. She served with the Operational Development Force at Norfolk, her home port, and conducted training exercises and escort duties along the Atlantic seaboard until sailing 5 January 1948 on a goodwill tour to Buenos Aires, Argentina.

MacKenzie returned to Norfolk 9 February after these duties as a "steel grey diplomat" and continued peacetime operations, highlighted by a Midshipman cruise June to

July 1948 to Portugal, Italy, North Africa, and Cuba. In October 1948 the destroyer sailed for the Near East, where she supported the United Nations Palestine Patrol and the allied occupation of Trieste, returning to Newport for Christmas.

After overhaul at Boston until April 1949, *George K. MacKenzie* continued peacetime training on the eastern seaboard, and made a "Med" cruise from January to May 1950. When the uneasy truce in the Far East was shattered by the North Korean aggression, *George K. MacKenzie* was transferred to the Pacific. She arrived Pearl Harbor 1 July 1950 to prepare for wartime service.

During her first tour in Korea, 26 July 1950 to 30 January 1951, she screened attack carriers during strikes on North Korean targets and provided close support for advancing Allied armies. After a repair period at San Diego 15 February to 17 July 1951, she returned to perform the same vital screening and support duties until April 1952.

George K. MacKenzie provided antisubmarine screening and fired several important bombardment missions at Wonsan Harbor, 16 to 17 January and again 23 February to 21 March 1953 in support of United Nations forces. She lent effective fire support to troops in the vicinity of Suwon Dan 15–19 April 1953 in company with *Los Angeles* and demolished sections of the enemy's railroad along the eastern coast of Korea in May.

Homeported in San Diego and Long Beach, Calif., she completed a total of nine tours of duty in the Far East, including training exercises and duty with the Taiwan patrol between 1953 and 1959.

George K. MacKenzie's homeport was changed to Yokusuka, Japan, 15 February 1960 as she continued her peacetime training duties, visiting Hong Kong, the Philippines and other Far Eastern ports, including those in Japan. In 1961 *George K. MacKenzie* sailed from Subic Bay, P.I., 23 March to rendezvous with carriers *Midway* and *Lexington* in the South China Sea to act during the Laos crisis as a powerful on-the-spot force, if needed. Fortunately, the crisis passed; and after further operations *George K. MacKenzie* put in at her new home port of New York 11 December 1962. She entered Brooklyn Navy Yard for modernization, returning to sea in October 1963. *George K. MacKenzie* then made preparations to return to her new homeport of Long Beach, Calif., where she arrived 28 January 1964 to prepare for extended duty in the Far East. She left the West Coast 26 May and reached Yokosuka, Japan, 13 June to begin over 2 years of continuous service in Oriental waters operating alternately in Japanese waters and off Vietnam fighting to repel Communist aggression. She specialized in screening aircraft carriers and shelling Communist positions ashore. The battle-tested destroyer returned to Long Beach 3 August 1966 for a major overhaul to prepare for future action. In mid-1967 she was again in the Far East aiding in the struggle to save Southeast Asia. On 29 July she was screening *Forrestal* (CVA–59) when fire broke out on the carrier's flight deck. After helping to put out the flames, she escorted the stricken flattop to Subic Bay for repairs.

George K. MacKenzie was awarded six battle stars for Korean service.

George M. Bibb

A former name retained. George Motier Bibb, born 30 October 1776 in Prine Edward County, Va., was a prominent lawyer and jurist in Kentucky. He served in the United States Senate from 1811 to 1814 and from 1829 to 1835. He later served as Secretary of the Treasury under President John Tyler from 4 July 1844 until 3 March 1845. He died in Georgetown, D.C., 14 April 1859.

(Swtr: t. 409; l. 160′; b. 24′; dr. 6′9″; a. 4 32-pdrs., 1 4-pdr).

George M. Bibb, a side-wheel steamer, was launched at Pittsburgh, Pa., 10 April 1845 and ordered to New Orleans, La., for duty with the U.S. Revenue Cutter Service, Captain Winslow Foster, USRCS, in command. She operated out of New Orleans until 18 May 1846 when she sailed with 10 other cutters for duty in the Gulf of Mexico during the Mexican War. Ordered to cooperate with the Navy and Army, during the next several months she supported the blockade; scouted coastal waters, carried mail and supplies; and convoyed and towed ships. After returning to New Orleans later in the year, she departed South West Pass, La., for Boston 31 May 1847. She arrived 11 July and was transferred to the U.S. Coast Survey.

George M. Campbell

George Marvin Campbell, born 7 January 1907 in Madras, Oreg., enlisted in the Navy 27 June 1928. In 1942 he underwent flight training and was appointed Lieutenant (j.g.) 2 April 1942. Campbell joined Torpedo Squadron 8 on board famous carrier *Hornet* just in time to take part in the historic Battle of Midway. With his squadron Campbell took off 4 June to intercept the Japanese fleet, and without fighter cover attacked the enemy dispositions against murderous opposition. Knowing full well that they had insufficient fuel to return to the carrier, the torpedo planes pressed the attack gallantly until all were shot down. Lt. (j.g.) Campbell was presumed dead 5 June 1942 and was awarded the Navy Cross for his heroic actions.

George M. Campbell (DE–773) a *Cannon*-class destroyer escort, was building at Tampa Shipbuilding Co., Tampa, Fla., but was cancelled 11 September 1944. The unfinished ship was later accepted 25 October 1944 and placed in service for towing. She was taken to Charleston Navy Yard and used for spare parts.

George Mangham

A former name retained.

(Sch: t. 274; l. 110′; b. 28′; dph. 10′; s. 10 k.; a. 1 13″ mor., 2 32-pdrs.)

George Mangham was a wooden schooner built in 1854; purchased by the Navy at Philadelphia 21 September 1861; and commissioned at the Philadelphia Navy Yard 11 January 1862, Acting Master John Collins, Jr., in command.

George Mangham departed Chester Pa., 13 January for duty with Comdr. D. D. Porter's Mortar Flotilla, a part of the West Gulf Blockading Squadron. Sailing via Hampton Roads, Va., she arrived Key West, Fla., 13 February. From there she sailed 6 March with Porter's ships to the mouth of the Mississippi to prepare for the important assault on Forts Jackson and St. Philip, which guarded the approaches to New Orleans. *George Mangham* and the other mortar boats crossed the bar into the Mississippi 18 March. After Farragut's meticulous preparations had been completed, the Mortar Flotilla, including *George Mangham*, began the bombardment of Fort Jackson 18 April and sustained the fierce cannonade for 5 days. *George Mangham* was with the second division, anchored on the east bank of the river. As the swift current slackened 24 April, Farragut's fleet steamed boldly through the gap in the obstructions and past the forts through a hail of shell, engaging and capturing a large Confederate flotilla.

The mortar schooners shelled the forts at rapid fire to support the movement, and *George Mangham* received a shot through her hull in the engagement. Flag Officer Farragut, having passed the major Confederate defenses on the river below New Orleans, captured that city 25 April, opening the way for Union naval forces to sweep up the Mississippi. *George Mangham* and the rest of the mortar ships remained below the battered forts, which surrendered 28 April.

George Mangham, however, departed for Florida 27 April and spent the next month cruising the Pensacola area. Comdr. Porter again assembled his fleet at Pensacola and sailed 3 June to support the Union movement up the Mississippi; arriving off Vicksburg 20 June, she assisted in the passage of the batteries there. Supported strongly by the mortar bombardment, Farragut steamed past the formidable Confederate works 28 June to join with Commodore Davis further up the river. Subsequently, *George Mangham* returned downriver, engaging Confederate artillery on the riverbank from time to time. After passing Grand Gulf, Miss., she arrived Baton Rouge, La. 12 July. From there she proceeded to Hampton Roads, Va., where she moored 30 July.

Remaining at Hampton Roads until 29 August, *George Mangham* first proceeded to Baltimore, then served as a guard ship on the Potomac River at Piney Point, Md. The schooner was assigned to the Potomac Flotilla 22 December; and until 10 July 1863, she suppressed blockage runners, capturing four prizes in the lower Potomac. She was then taken to the Washington Navy Yard and fitted out for cruising in the Gulf of St. Lawrence.

Authorities in Washington were greatly concerned about the attacks of Confederate raiders, and *George Mangham* was chosen to protect American merchantmen and fishing craft. Leaving Washington 5 August, she cruised off the Magdalen Islands and Prince Edward Island; without detecting any Confederate ships, she departed Georgetown, Prince Edward Island, 5 November for New York Navy Yard.

After repairs at New York, *George Mangham* sailed 9 December to join the South Atlantic Blockading Squadron for blockading duty off Murrell's Inlet, S.C. While engaged in this work, on 7 January 1864 she moved close to shore and destroyed *Dare*, a beached blockade runner driven ashore by larger Union ships. She then steamed to Charleston 21 March and continued the vital work of blockading the South Carolina coast in the vicinity of Cape Romain, St. Helena Sound, and Bull's Bay during the remainder of the year.

Returning to Port Royal, S.C., 5 January 1865, *George Mangham* was reassigned temporarily to Key West in March. Subsequently, she returned to the New York Navy Yard 9 August; decommissioned 9 September; and was sold at public auction to D. T. Trundy 27 September.

George P. Squires

A former name retained.

(SP–303: t. 218; l. 142'6"; b. 22'; dr. 12'; s. 10 k; cpl. 27; a. none)

George P. Squires, a fishing steamer, was built by Henry Brusster, Baltimore, Md., in 1900; purchased by the Navy from her owner, Bellows & Squires, Inc., Ocran, Va., 12 May 1917; taken over at Norfolk 21 May 1917; and commissioned the same day, Ens. James B. McKenny, USNRF, in command.

Assigned to the 5th Naval District, *George P. Squires* served as a harbor patrol boat in Norfolk. In addition she swept for mines in the defensive sea area of Chesapeake Bay and patrolled the Virginia coast off Cape Henry. She decommissioned at Norfolk 27 July 1918 and was sold to James Dietrich of New York City 23 October.

George P. Upshur

(Sch.)

George P. Upshur was a wooden schooner purchased at Baltimore 13 August 1861 for service in the "Stone Fleet" and was sunk to obstruct an inlet at Ocracoke, N.C.

George W. Cable, see *Hecuba* (AKS–12)

George W. Codrington, see *Mankato* (YN–40)

George W. Goethals

An Army name retained. George W. Goethals, see *General G. W. Goethals.*

(T–AP–182: dp. 10,418; l. 489'; b. 69'6"; dr. 27'4"; s. 16.5 k.; trp. 1,976; a. none; T. C3–IN P & C)

George W. Goethals (T–AP–182) was laid down under Maritime Commission contract 7 January 1941 by Ingall Shipbuilding Corp., Pascagoula, Miss.; launched as *Pascagoula* 23 January 1942; sponsored by Mrs. Hermes F. Cautier; delivered to the Army 18 September 1942; and renamed *George W. Goethals.*

During World War II *George W. Goethals* operated as an Army transport out of New York, Boston, and Gulf Coast ports to ports in North Africa, France, and the United Kingdom. After the war, she continued transatlantic runs carrying military dependents between the United States and Europe.

Acquired by the Navy 1 March 1950, the transport was assigned to MSTS. Manned by a civilian crew, *George W. Goethals* continued trooplift and passenger voyages out of New York. During the Korean conflict she helped to maintain American military strength in Europe and the Middle East. Transporting troops and military cargo, she steamed to England, Germany, North Africa, Italy, Greece, and Turkey during European and Mediterranean deployments. In addition, she rotated troops to American bases in the Caribbean. In 1953, for example, she completed 12 round-trip voyages out of New York to Cuba, Puerto Rico, and the Canal Zone.

Between 1955 and 1959 *George W. Goethals* continued a busy, far-ranging deployment schedule. During this period she deployed 18 times to ports in Western Europe and three times to the Mediterranean, and she completed 30 round trips to the Caribbean. Placed in a ready reserve status from 15 December 1958 to 21 February 1959, she made a run to Bremerhaven and back during February and March. In the next 6 months, she deployed to the Caribbean seven times. After returning to New York 29 September 1959, she was inactivated. Transferred to the Maritime Administration 20 November 1960, she entered the National Defense Reserve Fleet. At present she is berthed in the Hudson River at Jones Point, N.Y.

George W. Ingram

George Washington Ingram, born in Rockport, Ga., 22 February 1918, enlisted in the Navy as Apprentice Seaman at Birmingham, Ala., 18 March 1941. Assigned to the Naval Training Station, Norfolk, Va., he transferred to Naval Air Station, Pensacola, Fla., 30 May and was advanced to Seaman Second Class 18 July. He was assigned to duty with Patrol Wing 2 on 26 September and was stationed at the Naval Air Station, Kaneohe Bay, Oahu, when the Japanese attacked Pearl Harbor 7 December. The main center for land-based patrol bombers, Kaneohe Bay was hit hard by several waves of enemy planes which bombed and strafed planes, hangers, and men. As the first attacked occurred, Seaman Second Class Ingram was among the first to rush to action. In utter disregard of personal danger, he fought to repel the enemy and died during the attack. He was commended by Admiral Nimitz. Commander in Chief, Pacific Fleet, for his heroism in the defense of Kaneohe Bay Naval Air Station.

(DE–62: dp. 1,400; l. 306'; b. 37'; dr. 12'7"; s. 23.5 k.; cpl. 186; a. 3 3", 4 1.1", 8 20mm., 3 21" tt., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Buckley*)

George Washington Ingram (DE–62) was laid down 6 February 1943 by the Bethlehem-Hingham Shipyard, Inc., Hingham, Mass.; launched 8 May 1943; sponsored by Mrs. James L. Ingram, mother of Seaman Second Class Ingram; and commissioned 11 August 1943, Lt. Comdr. Ernest R. Perry in command.

After shakedown off Bermuda, *George W. Ingram* departed New York 13 October for convoy escort duty in the

Atlantic. Steaming via the West Indies, she escorted a supply convoy to North Africa, where she arrived Algiers, Algeria, 7 November. She departed 4 days later as convoy escort and returned via the West Indies and the Canal Zone to New York, arriving 4 December. Between 26 December and 12 July 1944, she made five round-trip transatlantic escort voyages (four from New York and one from Boston) to Northern Ireland.

After additional escort duty along the eastern seaboard, she departed Charleston, S.C., 6 November to escort slow-towing convoy CK–4 to Plymouth, England. She arrived 5 December, then sailed a week later escorting ships and landing craft damaged during the Normandy Invasion back to the United States. On the 20th, *U–870* attacked the slow-moving convoy northeast of the Azores, sinking *LST–359* and damaging *Fogg* (DE–57) ; but prompt action by the escorts drove off the U-boat, preventing further damage. *George W. Ingram* reached New York 12 January 1945.

After escorting a captured Italian submarine from Portsmouth, N.H., to New London, Conn., *George W. Ingram* was redesignated APD–43 on 23 February. During the next few months she underwent conversion to a high-speed transport at Tompkinsville, N.Y. Shortly after V–E Day, she departed New York and sailed via the Panama Canal and San Diego to Pearl Harbor, where she arrived 20 June for training with underwater demolition teams.

With UDT–26 embarked, she departed Pearl Harbor 24 August and sailed via Eniwetok and Okinawa to Jinsen, Korea, where on 8 September she supported the initial landings of American occupation troops in Korea. She steamed to Taka Bar, China, 26 September; and from 29 September to 1 October UDT–26 surveyed and sounded the approaches of the Peking River in preparation for landings by the III Marine Amphibious Corps. She supported additional landings by American troops at Chefoo and Tsingtao, China, before departing Tsingtao 17 October. She steamed via Okinawa, Eniwetok, and Pearl Harbor to the West Coast, arriving San Diego 11 November. Remaining at San Diego, *George W. Ingram* decommissioned 15 January 1947 and entered the Pacific Reserve Fleet at Bremerton, Wash. *George W. Ingram* was struck from the Navy list 1 January 1967.

George W. Rodgers

George Washington Rodgers, born 20 October 1822 in Brooklyn, N.Y., was commissioned Midshipman 14 October 1839. Prior to the Civil War, he served in various ships in foreign squadrons and was Commandant of Midshipmen at Annapolis in 1861. Promoted to Commander 16 July 1862, he took command of *Catskill*, a single-turreted monitor, 24 February 1863 and joined the South Atlantic Blockading Squadron off the South Carolina coast. With Rear Admiral J. A. Dahlgren embarked, *Catskill* led a furious naval bombardment 10 July against Confederate defenses on Morris Island, Charleston harbor. During the attack, withering Confederate fire hit *Catskill* more than 60 times. piercing the deck in several places. Despite her "severe" damage, Rodgers renewed the attack the following day to "prevent reinforcements and ammunition" from reaching Fort Wagner. Appointed Fleet Captain 20 July, Rodgers resumed command of *Catskill* 17 August as Union forces continued the attack against Fort Wagner. Early in the bombardment, a Confederate shot struck the top of *Catskill*'s pilot house, bursting the plates and killing Captain Rodgers instantly. The only officer during the Civil War to lose his life in a monitor as a result of enemy gunfire, "he fell." wrote Admiral Dahlgren, "as a brave man, at his post in battle, and for the flag to which he had devoted his whole life."

(Sch : t. 87 ; l. 76′ ; b. 22′ ; dph. 6′ ; a. 2 20-pdr. D.r.)

George W. Rodgers, originally blockade runner *Shark*, was captured by the screw steamer *South Carolina* off Galveston, Tex., 4 July 1861 and sent to the East Coast. Arriving New York 24 August, she was sold to a private purchaser 5 November. Later chartered by the Navy under a civilian master, *Shark* served during 1862 and 1863 as a dispatch ship with the South Atlantic Blockading Squadron until taken over by the Navy off Charleston 5 September 1863 by order of Admiral Dahlgren. Although *Shark* was purchased to be sunken obstruction at Charleston, she was retained. Renamed *George W. Rodgers*, she sailed to Port Royal, S.C., for arming and repairs, and commissioned there 17 January 1865, Acting Master Loring G. Emerson in command.

During the remainder of the war, *George W. Rodgers* served as a picket boat along the coast of Georgia in Wassaw and Ossabaw Sounds and on the Vernon and Great Ogeechee Rivers. Occasionally used for special dispatch service, between February and May she joined Coast Survey steamer *Bibb* on an important coastal survey in the sounds and rivers of the Georgia coast. She resumed picket duty 2 May and operated along the Georgia and Florida coasts until departing Ossabaw Sound for Boston 25 July. She arrived Boston Navy Yard 7 August; decommissioned 16 August; and was sold to C. H. Miller by public auction 8 September.

George Washington

George Washington was born 22 February 1732 in Westmoreland County, Va. He was commissioned in the Virginia Militia in 1753, rose to the rank of Lieutenant Colonel the next year, and fought brilliantly in the French and Indian War. Entering the Virginia House of Burgesses in 1759, Washington was an early advocate of independence. In 1775 he was appointed Commander in Chief of the Continental Army, and demonstrated a profound appreciation of sea power as well as great military genius. After years of hardship and arduous struggle, he finally won a decisive victory at Yorktown. In directing Allied movements during this campaign, one of the great strategic operations of our history, Washington brilliantly employed the French Navy to cut off Lord Cornwallis from help by sea. He had sought a decisive combined operation like this for years, for he wrote "In any operations, and under all circumstances a decisive Naval superiority is to be considered as a fundamental principle and the focus upon which every hope of success must ultimately depend."

The Treaty of Paris recognized American independence 20 January 1783. After attending the Annapolis Convention of 1786 and presiding over the Continental Convention of 1787, Washington was unanimously elected first President under the new Constitution and inaugurated 30 April 1789. His two terms in office laid the foundations for strong government under the Constitution. Returning to his home at Mount Vernon in 1797, Washington was recalled briefly to command the American army when war with France threatened in 1798. He died at Mount Vernon 14 December 1799.

I

(Slp: t. 624; l. 108′; b. 32′6″; dph. 14′; cpl. 220; a. 24 9-pdrs.; 8 6-pdrs.)

The first *George Washington* was built as a merchant vessel at Providence, R.I., in 1793; purchased by the Congress at Providence 12 October 1798 from John Brown and John Francis for use in the developing undeclared war with France; and converted to a warship under the supervision of Captain Silas Talbot, Captain Patrick Fletcher in command.

George Washington proceeded in early December to Dominica, West Indies, to join Commodore Barry's squadron for the protection of American commercial interests in the area. She rendezvoused with Barry in *United States* at sea 29 December and arrived Dominica next day. For the next months she convoyed American ships in the West Indies, sailing from St. Christopher's Island to Tobago. During this time, in company with revenue cutter *Pick-*

President Wilson—homeward bound in USS *George Washington*—giving his Fourth of July Address in 1919

ering, she recaptured two American ships from the French —brig *Fair American* 29 April 1799, and schooner *Francis* 1 May 1799.

The ship departed the Caribbean in mid-1799, arriving Newport, R.I., 12 June 1799, and after a short stay sailed again 2 July. On this cruise she searched the coast for French privateers as far south as Charleston, and then took station off Santo Domingo protecting American commerce. *George Washington* returned to the United States in October 1799 for extensive repairs.

George Washington was taken to Philadelphia in April 1800 and there prepared for sea under the command of Captain William Bainbridge. Lacking a strong Navy, the United States accepted the questionable alternative of trying to protect its commerce from the Barbary pirates with tribute. Bainbridge sailed with a load of stores and timber for the Dey of Algiers 8 August. *George Washington* arrived safely in September, the first American warship to enter the Mediterranean. Unhappily, Bainbridge had to accede to threats and carry the Dey's presents to the Sultan at Constantinople. He protested vigorously; but, in the face of concentrated guns ashore and the threat of retaliation on American shipping he departed 20 October. *George Washington* returned to Algiers 21 January 1801, and after a visit to Alicant, France, arrived back in the United States 19 April 1801.

The ship underwent repairs and was again fitted to carry stores and timber to Algiers. Manned with only a partial crew, she sailed 20 July 1801 and arrived Algiers via Malaga, Spain, 5 October 1801. After calling at Italian and French ports she returned to Philadelphia about 15 April 1802. *George Washington* was sold in May 1802 by the Philadelphia Navy Agent, George Harrison.

II

(AP: dp. 33,000; l. 722′5″; b. 78′; dr. 36′; s. 19 k.; cpl. 749; a. 4 5″)

The second *George Washington* was built as German passenger liner *George Washington* by the Vulcan Works, Stettin, Germany; and launched 10 November 1908. She was operated by the North Germany Lloyd Line until World War I when she sought refuge in New York, a neutral port in 1914. With the American entry into the war in 1917, *George Washington* was taken over 6 April and towed to the New York Navy Yard for conversion into a transport. She commissioned 6 September 1917, Captain Edwin T. Pollock in command.

George Washington sailed with her first load of troops 4 December 1917 and during the next 2 years made 18 round trip voyages in support of the A.E.F. During this period she also made several special voyages. President Wilson and the American representatives to the Paris Peace Conference sailed for Europe in *George Washington* 4 December 1918. On this crossing she was protected by

USS *George Washington*, bearing President Wilson, enters New York Harbor 8 July 1919.

Pennsylvania, and was escorted into Brest, France, 13 December by nine battleships and several divisions of destroyers in an impressive demonstration of American naval strength. *George Washington* also carried Assistant Secretary of the Navy Franklin Roosevelt and the Chinese and Mexican peace commissions to France in January 1919 and on 24 February returned President Wilson to the United States. The President again embarked on board *George Washington* in March 1919; arriving France 13 March, and returned at the conclusion of the historic conference 8 July 1919.

During the fall of 1919, *George Washington* carried another group of distinguished passengers—the King and Queen of Belgium and their party. Arriving New York 2 October, the royal couple paid a visit before returning to Brest 12 November. Subsequently, the ship decommissioned 28 November 1919 after having transported some 48,000 passengers to Europe and 34,000 back to the United States. *George Washington* was turned over to USSB 28 January 1920 and in 1921 was used to transport 250 members of the American Legion to France as guests of the French Government. The vessel was then reconditioned by USSB for transatlantic service, and chartered by the U.S. Mail Steamship Company, for whom she made one voyage to Europe in March 1921. The company was taken over by the Government August 1921 and its name changed to the United States Lines. *George Washington* served the Line on the transatlantic route until 1931 when she was laid up in the Patuxent River, Md.

George Washington was reacquired for Navy use from the Maritime Commission 28 January 1941 and commissioned *Catlin* (AP–19) 13 March 1941 in honor of Brigadier General Albertus W. Catlin, USMC. It was found, however, that the coal-burning engines did not give the required speed for protection against submarines, and she decommissioned 26 September 1941. Because of their great need for ships in 1941, Great Britain took the ship over under lend lease 29 September 1941 as *George Washington*, but they too found after one voyage to Newfoundland that her engines rendered her unfit for combat service and returned her to the WSA 17 April 1942.

The ship was next operated under General Agency Agreement by the Waterman Steamship Co., Mobile, Ala., and made a voyage to Panama. After her return 5 September 1942 the WSA assigned *George Washington* to be converted to an oil-burner at Todd Shipbuilding's Brooklyn Yard. When she emerged 17 April 1943, the transport was chartered by the Army and made a voyage to Casablanca and back to New York with troops April to May 1943. In July she sailed from New York to the Panama Canal, thence to Los Angeles and Brisbane, Australia. Returning to Los Angeles, she sailed again in September to Bombay, India, Capetown, and arrived at New York to complete her round-the-world voyage in December 1943. In January 1944 *George Washington* began regular service to the United Kingdom and the Mediterranean, again carrying troops in support of the decisive Allied onslaught on Europe from the sea. She made frequent stops at Le Havre, Southampton, and Liverpool.

George Washington was taken out of service and returned to the Maritime Commission 21 April 1947. She

remained tied to a pier at Baltimore, Md., until a fire damaged her 16 January 1951 and she was subsequently sold for scrap to Boston Metals Corp. 13 February 1951.

III

(SSB(N)-598: dp. 5600; l. 382′; b. 33′; dr. 29′; s. over 20 k.; cpl. 120 a. 16 Pol. mis.; cl. *George Washington*)

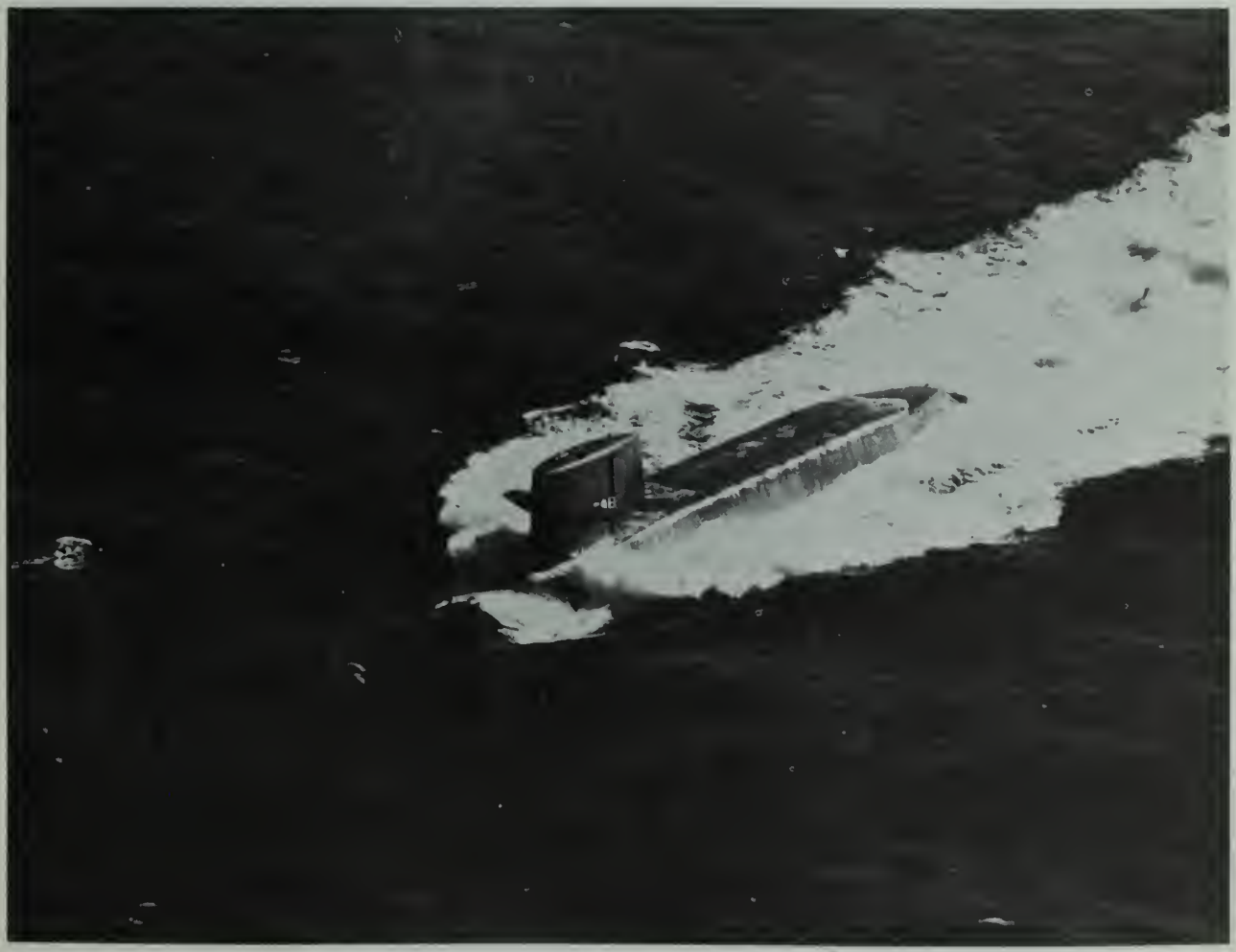
George Washington (SSB(N)-598) was originally *Scorpion* (SS(N)-589). She was lengthened by the insertion of a 130-foot missile section. Renamed *George Washington*, she was launched 9 June 1959 by the Electric Boat Division of General Dynamics Corp., Groton, Conn.; sponsored by Mrs. Robert B. Anderson, and commissioned 30 December 1959, Cdr. James B. Osborn (blue crew) and Cdr. John L. From, Jr. (gold crew) in command.

The first of a new class, *George Washington* sailed from Groton 28 June 1960 for Cape Canaveral, Fla., where she loaded two solid propellant Polaris missiles. Standing out into the Atlantic Missile Test Range with Rear Admiral W. F. Raborn, head of the phenomenal Polaris Submarine development program on board as an observer, the nuclear submarine made history 20 July 1960 when she successfully launched the first Polaris missile from a submerged submarine—the free world everywhere had gained a weapon of utmost importance to the protection of civilization. At 1239 *George Washington*'s commanding officer sent President Eisenhower the historic message: "Polaris—from out of the deep to target. Perfect." Less than 2 hours later another missile from the submerged submarine homed in on the impact area 1,100 miles down range. A new and mighty weapon had been added to the vast power of the sea.

George Washington returned to Cape Canaveral to embark her gold crew, and 30 July 1960 duplicated her earlier successes by launching two more missiles while submerged. Shakedown for the gold crew ended at Groton 30 August and the submarine got underway from that port 28 October for Charleston, S.C., to load her full complement of 16 Polaris missiles. There she was awarded the Navy Unit Commendation, after which her blue crew took over; and *George Washington* embarked on her first patrol.

The submarine completed her first patrol after 66 days of submerged running 21 January 1961 and put in at New London, Conn. The gold crew took over; and she departed on her next patrol 14 February. After the patrol *George Washington* entered Holy Loch Scotland, 25 April 1961. Through 1964 she continued to conduct classified deterrent patrols from that port, alternating her two crews. An incredible four years after her initial departure from Groton she put in to refuel, having cruised some 100,000 miles guarding the seas for America. Her powerful missiles are recognized everywhere as an important factor in the maintenance of peace and freedom throughout the world.

After overhaul and refueling at the Electric Boat Co. in Groton, *George Washington* resumed her patrols and once



USS *George Washington* (SSB(N)-598), the world's first fleet ballistic missile submarine, was operational two years ahead of schedule.

NAVAL MESSAGE

RELEASED BY: J. B. OSBORN, CDR, USN	DRAFTED BY: T. W. FITZGERALD, LT, USN	PHONE EXT NR	
DATE: 20 JULY 1960	TOR TOD	ROUTED BY: MYERS RM1(SS)	CHECKED BY

MESSAGE NR	DATE TIME GROUP (GCT)	PRECEDENCE	FLASH	EMERGENCY	OPERATIONAL IMMEDIATE	PRIORITY	ROUTINE	DEFERRED
	201739Z/JUL	ACTION			XXX	XXXX		
		INFO						

FROM:
USS GEORGE WASHINGTON (SSB(N)598)

TO
PRESIDENT U.S.A./SECDEF/SECNAV/CNO/CINCLANTFLT/BUSHIPS/COMSUBLANT/
SPECIAL PROJECTS NAVDEPT/BUWEPS/COMSUBRON 14/SUPSHIPS GROTON

INFO

-T- -FM NHAP -TO HFYC HAUL SNOW SSMW YTLP DTPX YZZF SOJD
YUCB BSEI BIPE HAQC GR15 BT

UNCLAS X

GEORGE WASHINGTON SENDS X POLARIS X FROM OUT OF THE DEEP TO TARGET
X PERFECT

RADM RABORN/

CSS 14/

1800Z | 20 July 1960
350.6 MC | J.E. Myers RM1(SS)
-T-
Mob. Size L

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POLARIS

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201739Z/JUL

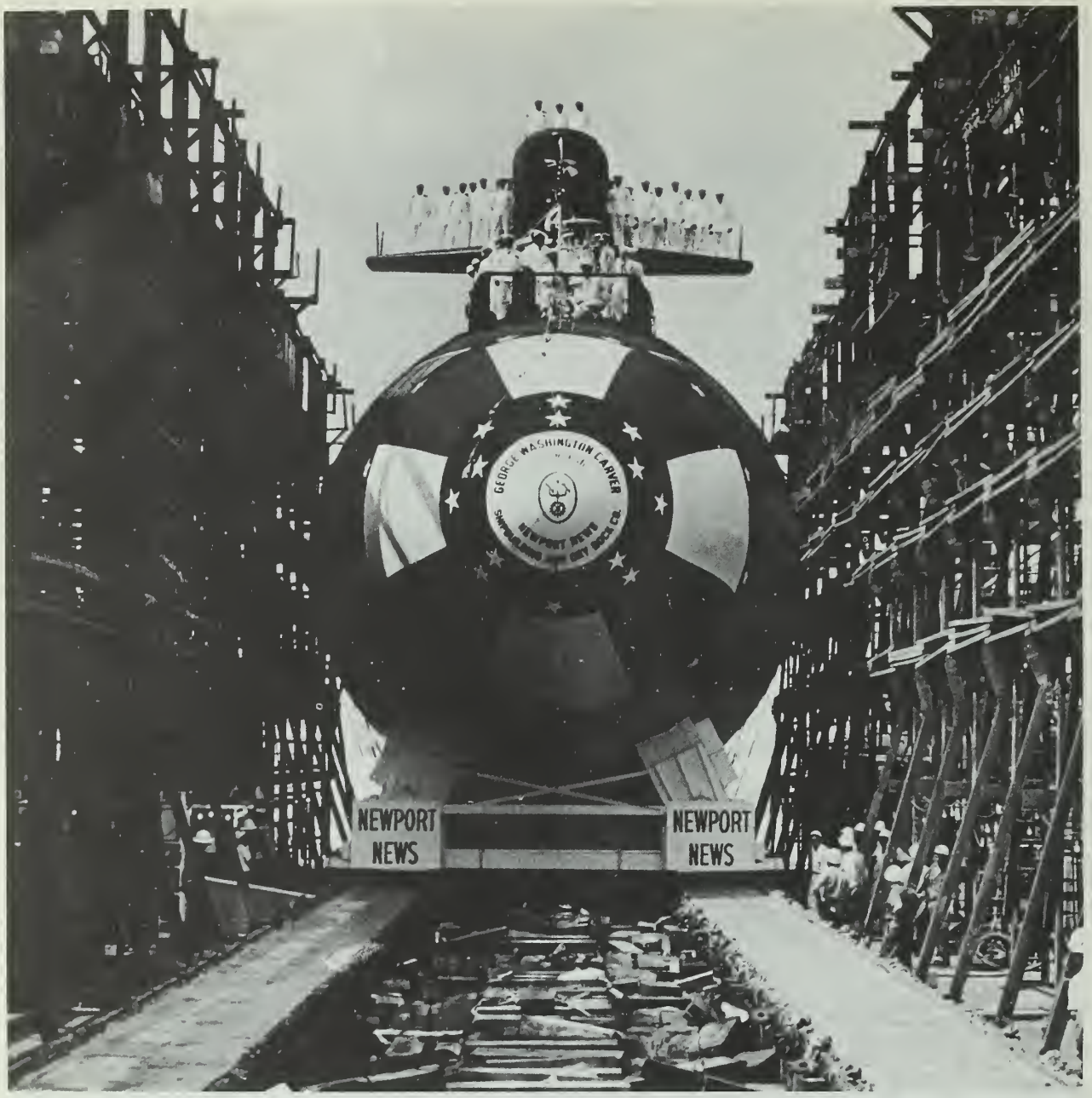
Captain Osborn reporting on success of the first missile firing

again was on the line in her role as a deterrent to war in European waters. She ended her 16th patrol at Holy Loch, Scotland, in August 1966 and departed on her 17th patrol late in September, continuing her proud record of service in the interest of peace and freedom.

George Washington Carver

George Washington Carver was born in 1864 on a plantation near Diamond, Mo. His parents were Negro slaves owned by Moses Carver. When he was only a few months

Marion Anderson christening, USS *George Washington Carver* (SSB(N)–656) on 14 August 1965



USS *George Washington Carver*—down the ways

old, he and his mother were stolen by raiders and taken to Arkansas. After the end of the Civil War, he was recovered by his owner with whose family he remained until he set out to make his own way in the world at about the age of 9.

Overcoming prejudice and poverty, he eagerly seized every opportunity to acquire an education. He studied agricultural science at Iowa State College, graduating in 1894 and receiving a Master of Science degree 2 years later. After serving briefly on the faculty there, he joined Booker T. Washington at Tuskegee Normal and Industrial Institute, where he headed the Agricultural Department.

In the ensuing years, his achievements in the fields of soil conservation, crop diversification, and utilization of southern plants and crops won him worldwide acclaim. He is remembered for the ingenuity which enabled him to discover some 300 new and useful products from the peanut, over 100 from the sweet potato, and about 60 from the pecan. He also found new uses from cotton, cowpeas and wild plums. He selflessly refused offers of fortunes for the commercial exploitation of his discoveries, choosing rather to give them freely to mankind.

An indefatigable researcher and inventor, George Washington Carver died in Tuskegee, Ala., 5 January 1943.

(SSB(N)–656: dp. 7,250; l. 425; b. 33′; dr. 33′; s. over 20 k.; cpl. 100; a. 16 A–3 Pol. mis., 4 21″ tt.; cl. *Benjamin Franklin*)

George Washington Carver (SSB(N)–656) was laid down by Newport News Shipbuilding & Dry Dock Co. 24 August 1964; launched 14 August 1965; sponsored by Miss

Marian Anderson; and commissioned 15 June 1966, Captain R. D. Donavan (blue crew) and Lt. Comdr. Carl J. Lidel (gold crew) in command.

Following shakedown, *George Washington Carver* prepared for her role as one of the Navy's nuclear-powered Polaris submarines silently and invisibly roving the seas as a mighty deterrent against aggression, preserving peace and protecting freedom. Her first patrol began 12 December 1966.

George Washington Parke Custis

George Washington Parke Custis, born in 1781 at Mount Airy, Md., was the son of John P. Custis, George Washington's stepson, and the father-in-law of General Robert E. Lee. Custis won fame as a writer and producer of plays. His best known work was *Pocahontas, or the Settlers of Virginia.* He died at Arlington in 1857.

(Bar: t. 120 (net): b. 14'6"; dph. 5'6")

George Washington Parke Custis, a coal barge built in the mid-1850's, was purchased by the Navy in August 1861; fitted out with a gas-generating apparatus developed by Thaddeus Lowe; and modified by John A. Dahlgren at the Washington Navy Yard for her service as a balloon boat.

Early in the morning of 10 November 1861, steamer *Coeur de Lion* towed *George Washington Parke Custis* out of the Navy Yard and down the Potomac. The next day Lowe, accompanied by General Daniel E. Sickles and others, ascended in his trial balloon from the barge off Mattawomen Creek to observe Confederate forces on the Virginia shore some 3 miles away.

On the 12th Lowe reported: "We had a fine view of the enemy camp fires during the evening and saw the rebels constructing batteries at Freestone Point." This operation and John La Mountain's earlier ascension from *Fanny* began the widespread use of balloons for reconnaissance work during the Civil War and foreshadowed the Navy's future use of the air to extend its effective use of sea power.

George Whitlock, see YO–57

Georgetown

Communities in 22 States.

(AG–165: dp. 8,345 (lt.); l. 441'6"; b. 56'11"; dr. 22'9"; s. 11 k.; cpl. 213; a. none; cl. *Oxford;* T. Z–EC2–S–C–5)

Georgetown (AG–165), a converted "Liberty-type" cargo ship, was laid down as *Robert W. Hart* under Maritime Commission contract 4 May 1945 by New England Shipbuilding Corp., South Portland, Maine; launched 10 July 1945; sponsored by Mrs. Fred W. Woolsey; and delivered under General Agency Agreement from WSA to Agwilines, New York, N.Y., 2 August 1945.

Robert W. Hart sailed in merchant service until entering the National Defense Reserve Fleet, Wilmington, N.C., in December 1946. She was chartered by Waterman Steamship Corp., Mobile, Ala., 31 January 1947 and operated under bareboat charter until 29 October when she entered the National Defense Reserve Fleet, Jamestown, Va. Acquired by the Navy 10 August 1962, she was taken to Newport News Shipbuilding & Dry Dock Co., Newport News, Va., for conversion to a technical research ship; renamed *Georgetown* (AG–165) 6 March 1963; and commissioned at Norfolk 9 November 1963, Comdr. W. A. Gleason in command.

Equipped with the latest communications and electromagnetic research installations, *Georgetown* sailed for shakedown at Guantanamo Bay, Cuba, 2 January 1964. She was reclassified AGTR–2 on 1 April 1964 and began her operational service 13 April. Assigned to Service Squadron 8, she operated in the Caribbean until June, then departed Norfolk 30 June on a 4-month deployment along the eastern coast of South America. After participating in electronic research programs, she returned to Norfolk 26 October.

Departing Norfolk 5 January 1965, *Georgetown* steamed via the Panama Canal to the Southeast Pacific for research operations off the coast of Chile. Before returning to Norfolk 14 May, she also operated in the Caribbean. Between 20 July and 13 October she again operated off the eastern coast of South America; and, after returning to Norfolk, she received new electronics equipment, including a Communications Moon Relay System. She departed Norfolk 14 December and resumed important research and test equipment operations in the Caribbean and equatorial Pacific. The year 1966 was a busy one for *Georgetown.* Besides an outstanding performance gathering valuable information about the ocean, she made two rescues at sea, transited the Panama Canal four times, passed through the eye of a hurricane, and won the Battle Efficiency "E."

At present *Georgetown* continues a long-standing Navy tradition of maintaining the highest standards in scientific research requirements.

Georgetown, see *Linnet* (IX–166)

Georgia

One of the 13 original colonies.

(BB–15: dp. 14,948 (n.); l. 441' 3"; b. 76' 3"; s. 19 k.; cpl. 812; a. 4 12", 8 8", 12 6")

Georgia was launched by the Bath Iron Works of Bath, Maine, 11 October 1904, sponsored by Miss Stella Tate, and commissioned at Boston Navy Yard 24 September 1906, Captain R. G. Davenport in command.

After *Georgia* was fitted out and completed a short shakedown cruise, she joined the Atlantic Fleet as flagship of Division 2, Squadron 1. *Georgia* departed Hampton Roads 26 March 1907 for Guantanamo Bay, Cuba, where she participated in gunnery practice with the fleet. After returning briefly to Boston Navy Yard for repairs, *Georgia* joined with other ships of the Atlantic Fleet in ceremonies opening the Jamestown Exposition. President Roosevelt and dignitaries present reviewed the fleet 10 June 1907, and 11 June was proclaimed "Georgia Day" at the exposition in special ceremonies aboard *Georgia.*

Georgia next sailed with the fleet for target practice in Cape Cod Bay, arriving 15 June. During these drills 15 July, a powder charge ignited prematurely in her aft 8" turret, killing 10 officers and men and injuring 11. Condolences for the loss from this tragic accident were received from all over the world.

The powerful battleship then participated in the tercentennary of the landing of the first English Colonists 16 to 21 August 1907, after which she rejoined the fleet for battle maneuvers before mooring at League Island, N.Y., 24 September, for overhaul.

Arriving in Hampton Roads 7 December 1907, *Georgia* gathered with 15 other battleships, a torpedo boat squadron, and transports for the great naval review preceding the cruise of the Atlantic Fleet to the West Coast. On 16 December President Roosevelt reviewed the assembled "Great White Fleet" and sent it on the first leg of an around-the-world voyage of training, and building of American prestige and good will. Visiting many South American countries on their highly successful cruise, the fleet met with ships of the Pacific Fleet in another review in San Francisco Bay for the Secretary of the Navy 8 May 1908. Then *Georgia,* in company with other battleships and supply vessels, departed San Francisco 7 July 1908 for the second leg of the cruise, showing the flag and bringing the message of American sea power to many parts of the world, including the Philippine Islands, Australia, Japan, and Mediterranean ports. The fleet returned to Hampton Roads 22 February 1909.

Georgia continued to serve with the Atlantic Fleet in exercises and battle maneuvers, with periods of overhaul interspersed, until 2 November 1910 when President Taft reviewed the fleet prior to its departure for France. In

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USS *George Washington Parke Custis*, a Civil War balloon boat

an elaborate battle and scouting problem, *Georgia* and the other battleships continued their training, visiting Weymouth, England, and returning to Guantanamo Bay, Cuba, 13 March 1911.

From 1911 to 1913, *Georgia* continued to train and serve as a ceremonial ship, and 5 June 1913 participated in a 2-month practice cruise for Naval Academy Midshipmen. After a long overhaul period in Boston Navy Yard, *Georgia* arrived off the coast of Mexico 14 January 1914 with other fleet units to protect American interests in the troubled Vera Cruz-Tampico area. The busy battleship returned briefly to Norfolk, Va., in March, but was soon back cruising Mexican waters, and from August to October 1914 cruised off Haiti for the protection of American civilians in that country.

After another period of overhaul, *Georgia* joined the fleet off Cuba 25 February 1915 for winter maneuvers, and spent the rest of the year in training and ceremonial duties with the Atlantic Fleet Battleship Force. She arrived at Boston Navy Yard for overhaul 20 December 1915 and decommissioned 27 January 1916.

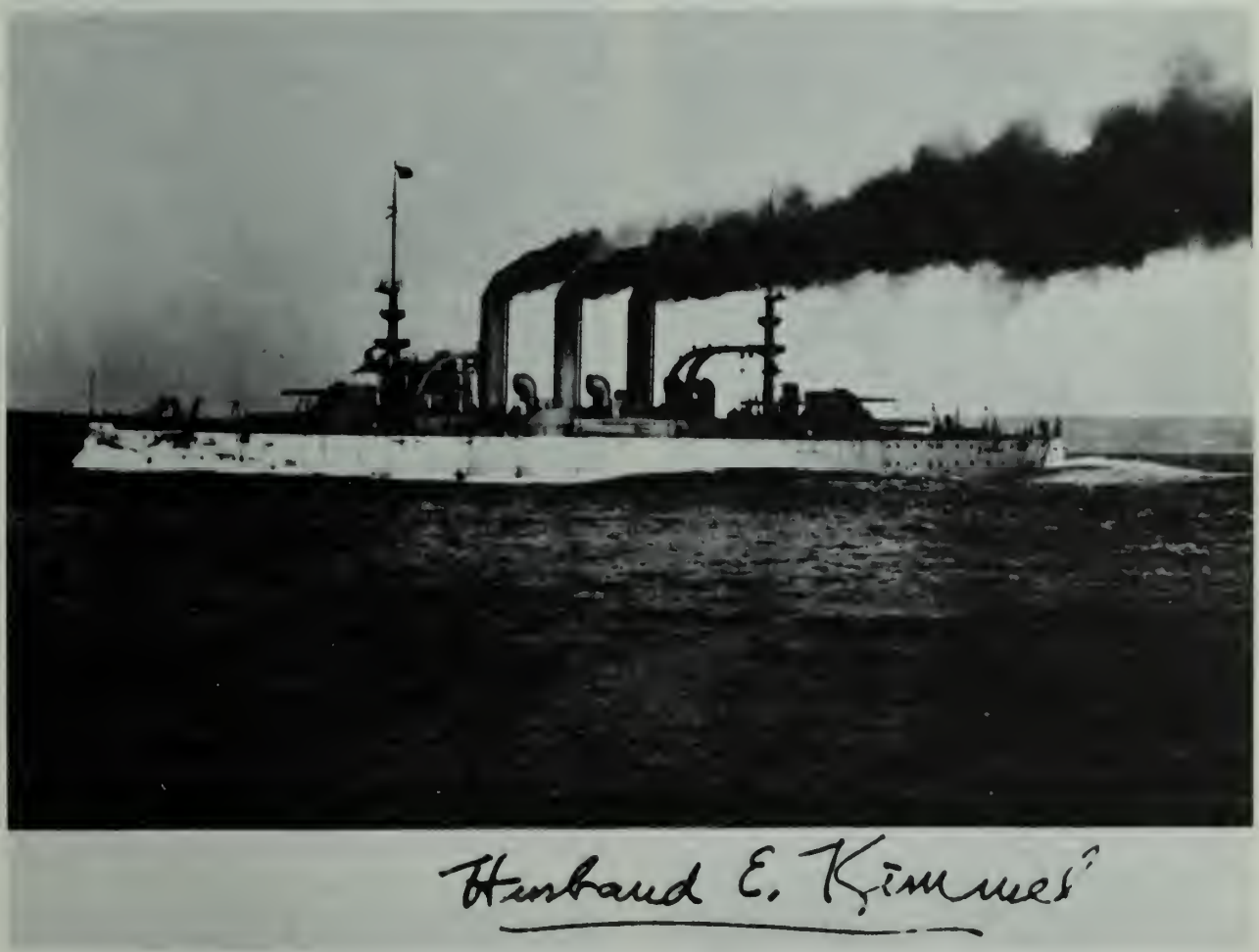
Assigned as a receiving ship at Boston, *Georgia* was called to duty at the outbreak of World War I, and commissioned again 6 April 1917. For the next 18 months, she operated with the 3d Division, Battleship Force, in fleet tactical exercises and merchant crew gunnery training, based in the York River, Va. She joined with Cruiser Force Atlantic briefly in September 1918 to escort convoys to meet their eastern escorts, and beginning 10 December 1918 was fitted out as a transport and attached to the Cruiser and Transport Force for the purpose of returning troops of the A.E.F. to the United States. *Georgia* made five voyages to France from December 1918 to June 1919 and brought home nearly 6,000 soldiers.

Georgia was next transferred to the Pacific Fleet as flagship of Division 2, Squadron 1. She left Boston for San Diego, via the Panama Canal, 16 July 1919, and after participating in ceremonial operations for 2 months, entered Mare Island Naval Shipyard for repairs 20 September 1919. Here *Georgia* stayed until decommissioning 15 July 1920. She was eventually sold for scrap 1 November 1923 in accordance with the Washington Treaty for the limitation of naval armaments, and her name was struck from the Navy List 10 November 1923.

Georgia Packet

(Sch)

Georgia Packet, a small schooner, was used by the Marine Committee of the Continental Congress during the Revolutionary War to carry messages and cargo between Philadelphia and the State of Georgia. Records indicate that she was fitted out and ready for sea at Philadelphia in November 1776, and was sent under Lt. Isaac Buck to Savannah, Ga., where she delivered messages and supplies to Continental Agent John Wereat. *Georgia Packet* returned to Philadelphia 6 January 1777, and by 19 February had loaded another cargo to be taken to Georgia. She was also instructed by the Marine Committee to take prizes, but so far as is known made no captures.



USS *Georgia* (BB–15)—Admiral Husband E. Kimmel served in her 1907 to 1908.

Georgiana

A British name retained.

(Ship: t. 280; cpl. 42; a. 16 guns)

The British whaler *Georgiana* was captured off the Galapagos Islands 29 April 1813 by boats from frigate *Essex*, flagship of Captain David Porter. One of three prizes taken that day during Porter's campaign to destroy British whaling ships found in the equatorial Pacific, she was thought a fast sailer and apparently well-calculated for a cruiser. She had been built for service of the English East India Company. Referred to by Captain Porter as a "letter of marque ship, armed with 6 18-pdrs., 4 swivels, and 6 long blunderbusses," she was fitted as a cruiser and commissioned 8 May 1813, Lt. John Downes in command.

Departing 12 May, *Georgiana* cruised off the Galapagos in search of British whaling ships. While sailing near James' Island 28 May, she met *Catherine* and *Rose* and captured them with no resistance. She then chased a third whaler *Hector* and engaged in a brief, but sharp, combat which brought down the whaler's main-topmast and most of her standing and running rigging. After capturing *Hector*, *Georgiana* placed the whaling crews in *Rose* and ordered them under parole to St. Helena in the south Atlantic. Escorting her other two prizes, she rejoined *Essex* at Tumbez, Peru, 24 June.

Georgiana departed Tumbez 30 June and sailed for the Galapagos with *Essex* and her prizes. On 13 July she aided *Greenwich* during a spirited encounter with *Seringapatam*, a 357-ton whaler-cruiser. One of three whalers taken that day, *Seringapatam* was fitted out to replace *Georgiana*. Despite her valuable captures, *Georgiana* had proved to be a dull sailer. She was loaded with a full cargo of sperm oil; and, manned by a prize crew under Lt. James Wilson, she departed the Galapagos for the United States 25 July. While sailing off the East Coast early in 1814, she was recaptured by the British frigate *Barrosa*.

Georgiana III

A former name retained.

(SP–83: t. 82; l. 95′; b. 15′; dr. 6′; s. 15 k.; cpl. 18; a. 2 3-pdrs., 1 .30 cal. mg.)

Georgiana III, an iron-hulled yacht, was built in 1916 by Harlan & Hollingsworth Corp., Wilmington, Del.; acquired by the Navy 3 May 1917 from her owner, Edward T. Stotesbury, Philadelphia: taken over 11 May 1917; and commissioned at Philadelphia the same day, Lt. J. H. R. Cromwell, USNRF, in command.

Assigned to the 4th Naval District, *Georgiana III* steamed to Wilmington 26 May for conversion to a section patrol boat by Harlan & Hollingsworth. On 25 July she reported for harbor entrance patrol duty at Cape May, N.J.; and during World War I she patrolled the entrance to Delaware Bay, cruising between Cold Spring Harbor, N.J., and Lewes, Del. Fitted with underwater listening gear in July 1918, she also escorted ships through the Defensive Sea Area of Delaware Bay. After the Armistice, *Georgiana III* decommissioned at Essington, Pa., 30 November and was returned to her owner.

Geraldine

A former name retained.

(SP–1011: t. 22; l. 67′; b. 13′; dr. 4′; s. 11 k.; cpl. 8; a. 1 3-pdr., 1 1-pdr.)

Geraldine, a motor patrol boat, was built as *Albion* in 1916 by George Lawley & Sons, Neponset, Mass.; acquired by the Navy 24 July 1917 from her owner, Frederick S. Fish, South Bend, Ind.; taken over at Chicago 8 September 1917; and commissioned 13 September 1917, Ens. F. S. Fish, USNRF, in command.

Assigned to the 9th Naval District, *Geraldine* operated as a section patrol boat out of Great Lakes, Ill., and cruised Lake Michigan until winter 1917 when she was laid up at Chicago. Returning to Lake Michigan 6 April 1918, *Geraldine* resumed her patrol and guard duties, and served as a dispatch boat in the Sault St. Marie area from 12 May to 19 August. After the Armistice, her name was struck from the Navy List 17 December; and she was returned to her owner 7 January 1919.

Geranium

Any of numerous plants or flowers of the allied genus *Pelargonium*, usually having red, pink, or purple flowers and leaves with a pungent odor.

(SwTug: t. 223; l. 128′6″; b. 23′3″; dph. 8′; s. 10 k.; cpl. 39; a. 1 20-pdr. P.r., 2 12-pdr. r.)

Geranium, formerly *John A. Dix*, was built at Newburgh, N.Y., in 1863; purchased by the Navy at New York City 5 September 1863; and commissioned at New York Navy Yard 15 October 1863, Acting Ens. G. A. Winsor in command.

Geranium departed New York 20 October for duty off Charleston, S.C., with Rear Admiral J. A. Dahlgren's South Atlantic Blockading Squadron. Arriving 4 November, for the next 6 months she operated as a picket boat and was frequently employed as a dispatch boat and light transport to such diverse stations as Ossabaw Sound, S.C., and St. John's River, Fla. Occasionally, she transported Admiral Dahlgren during visits to various ships of his squadron.

Between 3 and 10 July 1864, *Geranium* participated in a diversionary expedition up the Stono and North Edisto Rivers south of Charleston to divert Confederate attention from the Charleston blockade and to cut the important Charleston and Savannah Railroad. She supported the movement of troops under General Birney up the North Edisto River, towing and transporting supplies for the expedition. On 3 July she contacted and engaged a strong Confederate battery at the mouth of the Dawhoo River, a bombardment which Admiral Dahlgren reported was "done very handsomely." After completing demonstration operations, she supported the withdrawal of Federal troops from the tidewater islands south of Charleston.

Continuing her picket, dispatch, and transport duties from 12 to 17 February 1865, *Geranium* participated in joint Army-Navy operations at Bull's Bay north of Charleston, and on the 16th and 17th she supported diversionary amphibious landings which hastened the Confederate evacuation of Charleston the following day. Admiral Dahlgren then ordered her to the mouth of the Santee River, where she supported naval operations against Georgetown, S.C., before departing 28 February on a reconnaissance mission up the Santee. With launches *Lilly* and *Eva* in tow she ascended as far as Black Oak Island and gained valuable information about the depth and navigability of the river. As a result of this intelligence, General Sherman's troops could be supplied from transports on the Santee rather than solely by railroad.

Geranium remained along the South Carolina coast until after the end of the war. Departing Charleston 17 June, she steamed with *Iris* and *Pawnee* (Admiral Dahlgren embarked) and arrived Washington 21 June. *Geranium* decommissioned there 15 July and was sold 18 October to the Treasury Department for use in the Lighthouse Service.

Germ

That from which anything springs or starts.

(HwStr: l. 60′; b. 9′; dr. 2′; s. 9 k.)

Germ, a small experimental steamer, was built privately at Gosport Navy Yard in 1841, apparently through the cooperation and assistance of the Navy Department. Designed to illustrate Lt. William W. Hunter's idea of

propelling a ship by submerged horizontal paddle wheels, she made a trial trip around Norfolk harbor in March 1841. Locally, it was reported that the efficacy of Hunter's horizontal wheels was "practically proven." After two test voyages to the Dismal Swamp Canal during June, she steamed to Washington, where she was examined during the summer by interested government officials. She returned to Norfolk, then steamed to Philadelphia, New York City, and via the Erie Canal to Lake Ontario. In July 1842 *Germ* was reported as "running successfully as a packet" on Albermarle Sound, N.C.

Apparently convinced that Hunter's idea merited a full-size trial, the Navy Department detailed Hunter to superintend the construction of *Union* (*q.v.*). Launched at Norfolk 12 May 1842, she was propelled by a refined version of the two submerged horizontal paddle wheels. Subsequently, the Navy built the steamer *Water Witch* (*q.v.*) and the steam gunboat *Alleghany* (*q.v.*) on the same principle; but by 1849, the Navy had abandoned Hunter's wheels as an inefficient method of ship propulsion.

Germantown

A town in Pennsylvania, now a residential section of Philadelphia, and the scene of the Revolutionary War battle 4 October 1777 between General Washington's troops and the British under Sir William Howe.

(SlpW: t. 939; l. 150'00" (bp.); b. 36'00" (md.); dph. 16'8"; s. 11 k.; cpl. 210; a. 4 8", 18 32-pdrs.)

Germantown, a sloop-of-war, was launched at the Philadelphia Navy Yard 22 August 1846; sponsored by Miss Lavinia Fanning Watson; because of damaging ice, transferred 18 December to Norfolk Navy Yard for fitting out; and commissioned 9 March 1847, Comdr. Franklin Buchanan in command.

Germantown departed Norfolk 15 March for service during the Mexican War with Commodore M. C. Perry's Home Squadron. Reaching Sacrificios Island 1 April, she stood off Alvarado the following day when that town surrendered "without firing a gun." She then sailed with the squadron to Tuxpan, which Perry described as the "only fortified place of importance situated on the gulf coast not in our possession." With the landing force of seamen and marines her detachment crossed the bar 18 April and successfully stormed the Mexican fortifications. As "a point of honor as well as duty," they reclaimed guns and ordnance stores, seized by the enemy from the wrecked brig *Truxtun*.

After cruising the coast of Lobos Island, *Germantown* furnished 130 men to assist in the second expedition against Tobasco. Between 13 and 16 June the force under Commodore Perry razed the defenses and occupied the town. During the next 6 months she cruised the Mexican coast from Vera Cruz to Tuxpan, blockading Mexican ports on the Gulf Coast; and between 9 August and 10 November she served as Commodore Perry's flagship. Returning to Sacrificios Island 8 January 1848, she took on board the remains of gallant American dead and departed for the United States 15 January. Steaming via Havana Cuba she arrived Norfolk 16 February and decommissioned for repairs 25 February.

Germantown recommissioned 8 April, Comdr. Charles Lowndes in command. Departing Norfolk 25 April, she returned to Vera Cruz 19 May to again serve with Commodore Perry's Home Squadron. While off Laguna de Terminos 3 June, she received news of the ratification of the Treaty of Guadalupe Hidalgo. She returned to Vera Cruz 9 July; and, after receiving government dispatches, she departed Punta de Anton Lizardo 29 August and sailed to Pensacola, Fla., where she arrived 12 September.

Departing 1 October, *Germantown* sailed to the West Indies and arrived on station at St. Thomas, Virgin Islands, 28 October. She actively cruised off the Virgin Islands until 30 June 1849 when she sailed for the United States. After touching at Key West and Norfolk, she resumed her station off St. Thomas 10 February 1850 and protected American commerce until again ordered to the United States 8 August. She reached New York 11 September and decommissioned 21 September.

Recommissioned 23 December, Comdr. J. D. Knight in command, *Germantown* was assigned as flagship of Commodore E. A. F. Lavallette's African Squadron 10 January 1851. She departed 12 April; sailed via the Madeira Islands to the Cape Verde Islands; and arrived Porto Praya 14 May to relieve sloop-of-war *Plymouth*. Operating out of Porto Praya with sloops *Dale* and *John Adams* and brigs *Perry* and *Porpoise*, she spent almost the next 2 years cruising the South Atlantic to St. Helena Island and along the African coast from Cape Mesurado to Loando, Portuguese West Africa. During this time the squadron "rendered aid to our countrymen, gave protection to our commerce and security to the emigrants and missionaries located on the coast, and as far as practicable," reported Commodore Lavallette, "checked the slave traders in their abominable traffic." On 8 February 1853 she seized the American schooner *Rachel P. Brown* and sent the suspected slave ship to Norfolk. Relieved on station by famed frigate *Constitution*, she departed Porto Praya 4 March; during her homeward voyage, she collected data for Lt. M. F. Maury's world-wide wind and current survey. She reached Boston 30 March and decommissioned 9 April.

Germantown recommissioned 23 November, Comdr. W. F. Lynch in command, and sailed 3 December for service in Commodore W. D. Salter's Brazil Squadron. Arriving Rio de Janeiro, Brazil, 16 January 1854, she joined frigate *Savannah*, brig *Bainbrige*, and storeship *Relief* and cruised the South Atlantic from Bahia, Brazil, to Buenos Aires, Argentina. During much of 1855 she maintained station off Montevideo, Uruguay, where political disturbances and revolutionary activities threatened the lives and property of foreign nationals. Comdr. Lynch sent a Marine detachment ashore 28 August to protect American interests; during an insurrection 3 months later a landing party of sailors and marines under Lt. A. S. Nicholson assisted forces from ships of three other nations in guarding consulates and the customhouse. After completing duty with the Brazil Squadron, she departed Bahia 8 January 1857; reached Hampton Roads 9 February; and decommissioned 3 days later.

Germantown again recommissioned 15 July, Comdr. R. L. Page in command, for duty in the Far East. Departing Norfolk 4 August, she sailed via the Cape of Good Hope to Ceylon, where in 22 December she joined Flag Officer Josiah Tattnall's East India Squadron off Point de Gala. For 2 years she cruised Far Eastern waters and visited the principal ports of China and Japan, where she found "uniform friendly reception" as the squadron guarded American interests in the Orient. Sailing via the Cape of Good Hope, she returned to Norfolk in April 1860 and decommissioned the 18th.

Completely equipped for sea and awaiting a crew, *Germantown* was scuttled at Gosport Navy Yard 20 April 1861 as Union forces evacuated Norfolk. The Confederates raised her in June; fitted her out as a floating battery to serve near Craney Island for the protection of Norfolk; then sank her as an obstruction in the Elizabeth River shortly before evacuating Norfolk 10 May 1862. Raised by Union forces 22 April 1863, *Germantown* saw no further service. Her hulk was sold by auction at Norfolk 8 February 1864.

Geronimo

Geronimo, the great Chief of a Chiricahua band of Apache Indians, was born about 1829 in the Territory of Arizona. A champion of his people and fighter against restrictions placed upon them, he escaped from custody time and time again to lead bands of Apaches in retaliatory actions until he finally agreed to surrender to General Nelson A. Miles in 1886. Geronimo was later settled in Alabama with a number of his tribe, finally transferring to Fort Sill in present Oklahoma. He died in 1909.

I

(YT–119: dp. 270; l. 110′ 6″; b. 24′; dr. 8′ 1″)

The first *Geronimo* (YT–119), a harbor tug, was built at the Navy Yard, Boston, Mass., and commissioned at Boston 7 March 1933 as *YT–119*. She was named *Geronimo* and reclassified YTM–119, 15 May 1944. She served in the 14th Naval District at Pearl Harbor as a service craft until being placed out of service at Honolulu 30 August 1946. *Geronimo* was struck from the Navy List 30 December 1946 and was sold by the War Assets Administration to John Hanson 13 July 1948.

II

(ATA–207: dp. 835; l. 143′; b. 33′ 10″; dr. 13′ 2″; s. 13 k., cpl. 45; a. 1 3″)

The second *Geronimo* (ATA–207) an auxiliary ocean tug, was built by the Gulfport Boiler and Welding Works of Port Arthur, Tex., and originally designated *ATR–134*. Launched 4 January 1945 as *ATA–207*, she commissioned 1 March 1945, Lt. Joseph K. Hawkins in command. Her name was assigned 16 July 1948.

ATA–207 completed shakedown training off Galveston, Tex., and then reported to Tampa, Fla., to pick up a barracks ship to be towed to the Pacific. She transited the Panama Canal with her tow 15 April, and arrived Leyte, P.I., via Pearl Harbor, 25 June 1945. She departed for Guadalcanal 2 July to serve as harbor and rescue tug at Lunga Point Naval Base. On 21 July she departed Lunga Point for Leyte with cargo lighters in tow, arriving just after the surrender of Japan.

After the close of the Pacific war, *ATA–207* was active throughout the islands towing and performing rescue work. She carried sections of a dock to Eniwetok, Marshall Islands, in October, and served as a general harbor and towing tug at Noumea, New Caledonia. Later, she performed as a cargo tug, carrying RAAF equipment to Brisbane, where she arrived 29 April 1946. *ATA–207* then steamed to Pearl Harbor, arriving 13 June to assist SS *John Miller* from a reef at the entrance to the harbor. On her way back to California, the ship discovered disabled USAT *Peter M. Anderson* and brought her safely to San Pedro.

ATA–207 soon departed for Charleston, S.C., via the Panama Canal, and from there moved to her new base, New Orleans, arriving in September 1946. She spent nearly a year in numerous towing voyages in the Gulf region before decommissioning 19 September 1947 at Orange, Tex.

Assigned to the Reserve Fleet, *Geronimo* was taken to Chelsea, Mass., 20 September 1962 to be fitted out as an oceanographic and marine biological research ship. On loan from the Navy, she serves the Biological Laboratory, Bureau of Commercial Fisheries, Department of the Interior.

Gertrude

A former name retained.

(ScStr. t. 350; l. 156′; b. 21′; dph. 11′; a. 2 12-pdr. r., 6 24-pdr. how.)

Iron steamer *Gertrude*, a British blockade runner, was built in Greenock, Scotland, in 1863. She was captured 16 April 1863 by *Vanderbilt* off Eleuthera Island and purchased from the New York Prize Court by the Navy 4 June 1863. *Gertrude* was fitted out at New York Navy Yard and commissioned there 22 July 1863, Acting Master Walter K. Cressy in command.

Assigned to the West Gulf Blockading Squadron under Rear Admiral Farragut, *Gertrude* arrived off Mobile in early August and on 16 August captured Confederate blockade runner *Warrior* following a 9-hour chase. After taking her prize to New Orleans, *Gertrude* was assigned blockade duty off that port. She served as a blockading ship, alternating between New Orleans and Mobile, until May 1864, and was credited with the capture of schooner *Ellen* 16 January 1864. During this period she also spent short periods at Ship Island, Miss., and New Orleans for repairs.

Beginning in May 1864, *Gertrude* was assigned to blockade the Texas coast, and spent most of the next year off Galveston. She visited blockading stations off Sabine Pass and Velasco, and took blockade runner *Eeo* off Galveston 19 Feburary 1865. *Gertrude* also captured over 50 bales of cotton 19 April 1865 which were thrown overboard by famous Confederate blockade runner *Denbigh* during her escape from the blockading fleet.

Gertrude decommissioned 11 August 1865 at the Philadelphia Navy Yard and was sold 30 November at New York to George Wright. She was redocumented *Gussie Telfair* in 1866 and sailed as a merchantman until 1878.

Get There

A former name retained.

(SP–579: t. 15; l. 58′2″; b. 10′6″; dr. 3′6″; s. 28 k., cpl. 8; a. 1 1-pdr., 2 .30 cal. mg.)

Get There, a motor yacht, was built in 1916 by Wood & McClure of City Island, N.Y.; acquired by the Navy 28 June 1917 under free lease from her owners, J. S. Bache and F. L. Richards, New York City; taken over at New York 14 July 1917; and commissioned 10 August 1917, Boatswain F. L. Richards, USNRF, in command.

Assigned to the 3d Naval District, *Get There* served as a section patrol boat during World War I. She patrolled New York harbor and in wintertime laid up at the New York Navy Yard marine basin. After the Armistice, she decommissioned at New York 6 March 1919, and was returned to her owner, J. S. Bache, 1 October.

Gettysburg

A city in southern Pennsylvania, site of one of the most important battles of the Civil War 1–3 July 1863. It was at the dedication of the National Cemetery on the battleground 19 November 1863 that President Lincoln delivered his immortal Gettysburg Address.

(SwStr: t. 950; l. 221′; b. 26′ 3″; dph. 13′ 6″; s. 15 k., cpl. 96; a. 1 30-pdr. Parrott r., 2 12-pdr. r., 4 24-pdr. how.)

The first *Gettysburg*, formerly *Douglass*, then *Margaret and Jessie*, was built at Glasgow, Scotland, in 1858, and was captured as a blockade runner 5 November 1863 by *Fulton*, *Keystone State*, and *Nansemond* off Wilmington, N.C. She was purchased from the New York Prize Court by the Navy and commissioned *Gettysburg* at New York Navy Yard, 2 May 1864, Lieutenant Roswell H. Lamson commanding.

A fast, strong steamer, *Gettysburg* was assigned blockading duty with the North Atlantic Blockading Squadron, and departed New York 7 May 1864. She arrived at Beaufort, N.C., 14 May and from there took station at the entrance to the Cape Fear River.

For the next 7 months, *Gettysburg* was engaged in the vital business of capturing blockade runners carrying supplies to the strangling South. She captured several ships, and occasionally performed other duties. On 8 October, for instance, she rescued six survivors from schooner *Horne*, which had capsized in a squall.

Gettysburg took part in the the attack on Fort Fisher 24–25 December 1864. *Gettysburg* assisted with the devastating bombardment prior to the landings by Army troops, and during the actual landings stood in close to shore to furnish cover for the assault. *Gettysburg*'s boats were used to help transport troops to the beaches.

With the failure of the first attack on the formidable Confederate works, plans were laid for a second assault, this time including a landing force of sailors and marines to assault the sea face of the fort. In this attack, 15 January 1865, *Gettysburg* again engaged the fort in the

preliminary bombardment, and furnished a detachment of sailors under Lieutenant Lamson and other officers in a gallant assault, which was stopped under the very ramparts of Fort Fisher. Lamson and a group of officers and men were forced to spend the night in a ditch under Confederate guns before they could escape. Though failing to take the sea face of Fort Fisher, the attack by the Navy diverted enough of the defenders to make the Army assault successful and insure victory. *Gettysburg* suffered two men killed and six wounded in the assault.

Gettysburg spent the remaining months of the war on blockade duty off Wilmington, and operated from April to June between Boston and Norfolk carrying freight and passengers. She decommissioned 23 June 1865 at New York Navy Yard.

Recommissioning 3 December 1866, *Gettysburg* made a cruise to the Caribbean Sea, returning to Washington 18 February, where she decommissioned again 1 March 1867.

Gettysburg went back into commission 3 March 1868 at Norfolk and put to sea 28 March on special service in the Caribbean. Until July 1868, she visited various ports in the area protecting American interests, among them Kingston, Jamaica, Havana, Cuba, and ports of Haiti. Between 3 July and 13 August, *Gettysburg* assisted in the laying of a telegraph cable from Key West to Havana, and joined with scientists from the Hydrographic Office in a cruise to determine the longitudes of West Indian points using the electric telegraph. From 13 August 1868 to 1 October 1869, she cruised between various Haitian ports and Key West, again helping to maintain peace in the area and protecting American interests. *Gettysburg* arrived New York Navy Yard 8 October 1869, decommissioned the same day, and entered the Yard for repairs.

Gettysburg was laid up in ordinary until 6 November 1873, when she again commissioned at Washington Navy Yard. She spent several months transporting men and supplies to the various Navy Yards on the Atlantic coast, and 25 February 1874 anchored in Pensacola harbor to embark members of the survey team seeking routes for an inter-oceanic canal in Nicaragua. *Gettysburg* transported the engineers to Aspinwall Panama and Greystone, Nicaragua, and returned them to Norfolk 10 May 1874. After several more trips on the Atlantic coast with passengers and supplies, the ship again decommissioned 9 April 1875 at Washington Navy Yard.

Recommissioned 21 September 1875, *Gettysburg* departed Washington for Norfolk, where she arrived 14 October. Assigned to assist in another of the important Hydrographic Office expeditions in the Caribbean, she departed Norfolk 7 November. During the next few months she contributed markedly to safe navigation in the West Indies in surveys that led to precise charts. She returned to Washington with the scientific team 14 June, decommissioning 26 June.

Gettysburg recommissioned 20 September 1876, for special duty to the Mediterranean, where she was to obtain navigational information about the coasts and islands of the area. *Gettysburg* departed Norfolk 17 October for Europe. During the next two years, she visited nearly every port in the Mediterranean, taking soundings and making observations on the southern coast of France, the entire coastline of Italy, and the Adriatic Islands. *Gettysburg* continued to the coast of Turkey, and from there made soundings on the coast of Egypt and other North African points, Sicily and Sardinia.

While visiting Genoa, 22 April 1879, *Gettysburg* rescued the crew of a small vessel which had run upon the rocks outside the breakwater. Her iron plates corroded from years of almost uninterrupted service and her machinery weakened, *Gettysburg* decommissioned 6 May 1879 and was sold 8 May 1879.

II

(PCE–904: dp. 640; l. 184′6″; b. 33′1″; dr. 9′5″; s. 15.7 k.; cpl. 99; a. 1 3″, 4 20mm., 4 dcp., 1 dcp. (h.h.), 2 dct.; cl. *PCE–842*)

The second *Gettysburg* (*PCE–904*) was laid down 18 February 1943 by Willamette Iron & Steel Corp., Portland, Oregon; launched 9 September 1943; sponsored by Mrs. Margaret Mashofsky; and commissioned *USS PCE–904* 31 May 1945, Lt. Lloyd N. Emory in command.

PCE–904 was originally assigned to the Service Force, Pacific Fleet. Following the end of World War II, she operated out of Pearl Harbor, training naval reservists in the 14th Naval District. She decommissioned 5 January 1950 and recommissioned at New York 21 November. Assigned to the 3d Naval District as a Naval Reserve Training ship, she operated out of New York and later out of New London, Conn. *PCE–904* decommissioned at New London 2 September 1955 and entered the Atlantic Reserve Fleet.

PCE–904 was named *Gettysburg* 15 February 1956. She was sold for scrapping to Boston Metals Co., Baltimore, Md., 23 June 1960.

Ghent

A former name retained.

(Sch: t. 50; l. 50′; b. 16′; dph. 6′; a. 1 12-pdr.)

Ghent, a schooner, was built by Thomas B. Eyre at Presque Isle, now Erie, Pa., in 1815; purchased by the Navy in 1815. Little is known about this ship except that she made occasional cruises with naval forces on Lake Erie. Probably she went into ordinary with the other lake vessels in 1821. It is known that *Ghent* was sold at Erie 20 March 1826 to Mr. T. Wendell.

Gherardi

Bancroft Gherardi was born 10 November 1832 at Jackson, La., 10 November 1832. He was appointed Acting Midshipman 26 June 1846 and served in *Ohio*, during the War with Mexico. He entered the Naval Academy in 1851 and graduated the next year. Ordered to *St. Louis*, he cruised the Mediterranean and after promotion to Lieutenant in 1855 he was ordered to the *Saratoga*.

At the outbreak of the Civil War he served in the steam sloop *Lancaster* and later became the executive officer of the *Chippewa* in the North Atlantic Blockading Squadron. He commanded gunboats *Chocura* and *Port Royal*, and was commended for his conduct in the Battle of Mobile Bay under Admiral Farragut 5 August 1864.

In later years he commanded receiving ships *Colorado* and *Lancaster* and was present at the bombardment of Alexandria. He served as President of the Naval Examining Board, as Governor of the Naval Asylum at Philadelphia, and as Commandant of the New York Navy Yard. He was promoted to Rear Admiral 25 August 1887. In 1893 he was made Commander-in-Chief of the Naval Review Fleet on the Hudson River and then Commandant of the New York Navy Yard. He retired 10 November 1894 and died at his home in Stratford, Conn., 10 December 1903.

(DD–637: dp. 1,630; l. 348′4″; b. 36′; dr. 12′6″; s. 35 k.; cpl. 275; a. 4 5″, 1 21″ tt.; cl. *Gleaves*)

Gherardi (DD–637) was launched 12 February 1942 by the Philadelphia Navy Yard; sponsored by Mrs. Christopher Robinson, granddaughter of Rear Admiral Bancroft Gherardi; and commissioned 15 September 1942, Lieutenant Commander J. W. Schmidt, USN, in command.

After trial runs and shakedown training out of Casco Bay, Maine and Newport, Rhode Island *Gherardi* departed Philadelphia 1 January 1943 making convoy escort voyages to Guantanamo Bay, Cuba, Port Arthur and Galveston, Tex., returning to New York 7 February 1943. She departed New York 15 February on what was to be the first of 10 transatlantic convoy escort voyages. *Gherardi* returned to New York from Casablanca 14 April 1943. After a voyage to Newfoundland in May she departed Lynnhaven Roads, Va., 8 June en route to the Mediterranean to become part of Admiral Hewitt's "Western Naval Task

Force" for the occupation of Sicily (9–15 July 1943). Assigned the duty of protecting troop transports, she helped defeat many bombing attacks and was credited with shooting down one plane after undergoing 11 near bomb misses.

Gherardi saw her first surface action when late in July and early August she participated in several offensive sweeps along the northern coast of Sicily, and around the port of Palermo. On the night of 3–4 August *Gherardi* and *Rhind* were making a night offensive sweep along the coast, when at 2215, a few miles off Cape Calava, they picked up a small convoy consisting of one of the German MFP lighters escorted by two motor torpedo boats. At a range of 4,000 yards the destroyers illuminated the convoy with star shell and opened up with main batteries. The F-boat blew up at 2225 and one of the escorting boats was sunk; the other fired at least one torpedo, which missed. It was later found that the German lighter had been loaded with land mines.

Gherardi returned to New York 22 August 1943 and commenced a series of fast convoy escort voyages to Northern Ireland and England, touching at Belfast and Londonderry, Ireland and Swansea, Wales. She returned to New York from her last voyage on 13 February 1944. After intensive training out of Casco Bay, Maine, *Gherardi* made a voyage to Gibraltar with a large scouting force between 23 March and 22 April 1944. On 6 May 1944 *Gherardi* departed New York en route to Northern Ireland for rehearsals for the invasion of Normandy. On the morning of D-Day, June 6, 1944 she maneuvered into the fire support area as a unit of Admiral Moon's Assault Force "U" for Utah Beach. She delivered calls from fire-control parties ashore clearing the way for troops by prompt and accurate fire on railroads, houses, shore batteries and other targets. This drew dangerous return fire and she had one hot duel during the afternoon. Having expended all her ammunition, *Gherardi* was forced to retire that afternoon to Plymouth, England, to replenish.

Returning to Utah Beach *Gherardi* was assigned screening duty. This lasted until 25 June when she joined Admiral Deyo's bombardment group in the support of the first Army assault on Cherbourg France.

Departing the Normandy area 16 July 1944 *Gherardi* steamed to Malta where she joined a British-American escort carrier task force which trained for the Invasion of Southern France 15 August. On 9 August 1944 *Gherardi* rendezvoused with the carrier strike group and maneuvered into the launching areas. For two weeks *Gherardi* screened the carriers while strike after strike was made in support of the invasion. Southern France now secured, *Gherardi* departed for the states, reaching New York 16 September. Immediately work started to convert her to a high speed minesweeper. On 15 November 1944 *Gherardi*'s classification changed to DMS–30. After many tests and calibrations she joined Mine Division 60 and steamed to the Pacific, touching at San Diego, Pearl Harbor, and Eniwetok. She reached Ulithi in early March. Departing Ulithi she proceeded to Okinawa where she arrived 25 March 1945. Here *Gherardi* participated in minesweeping operations prior to the invasion of Okinawa 1 April under the overall command of Admiral R. A. Spruance, Commander Fifth Fleet. After the initial assault she screened the heavier surface fire support units and rendered assistance as needed. For three months of continuous screening duty she fought off many suicide planes. Near the end of the battle for Okinawa the versatile *Gherardi* participated in day shore bombardment and night illumination of the southern coast of the island, contributing to the advance of the troops.

Early in July *Gherardi* became flagship of Commander Mine Division 60, then took up duty as fire-support ship for a group of smaller fleet minesweepers in the China Sea. This duty lasted until 19 August 1945 when she joined the Third Fleet and went to work clearing Tokoyo Bay preparatory to the final surrender and occupation of Japan. The surrender documents having been signed on board the battleship *Missouri* 2 September 1945, *Gherardi* began a series of high speed minesweeping operations to help clear the waters around Southern Kyushu and Korea. This duty continued until 5 December 1945 when she departed Sasebo, Kyushu en route to San Diego where she arrived 23 December.

Three days later *Gherardi* departed San Diego via the Panama Canal for Norfolk, Va., arriving 9 January 1946. She now became a unit of Mine Division 6, Atlantic Fleet and based at Norfolk until June when her home port changed to Charleston, South Carolina. From June 1946 until October 1947 *Gherardi* operated out of Charleston when she sailed for Burmuda for towing duty. Afterward she steamed to Newfoundland for cold weather training in Placentia Bay, returning to Charleston 29 November. *Gherardi* spent the remainder of the year at Charleston. In 1948 *Gherardi* continued to base out of Charleston, keeping busy with minesweeping exercises and steaming to Newfoundland again in November for cold weather training.

On 3 January 1949 *Gherardi* departed Charleston for her first tour with the 6th Fleet in the Mediterranean She returned to Charleston 2 April. After a visit to Port au Prince, Haiti, in May and a trip to New London in June *Gherardi* went in for overhaul, then to Guantanamo Bay for type training. For the next 2 years *Gherardi* conducted operations up and down the eastern seaboard and in the Caribbean, participating in Atlantic Fleet Exercise "Operation Observant" off Vieques, P.R. then on to Onslow Beach, N.C. for amphibious exercises.

On 8 January 1952 *Gherardi* got underway from Charleston for her second tour with the 6th Fleet returning to the States 26 June. Two months later she steamed out of Charleston again, this time to take part in NATO Exercise "Operation Mainbrace" in the North Atlantic. With the exception of duty with the 6th Fleet *Gherardi* conducted type training and held exercises out of Charleston and along the eastern seaboard for the next two years.

In January and February of 1955 *Gherardi* took part in "Operation Springboard" in the Caribbean, and in March and April she participated in Atlantic Fleet Exercise "LANTMINEX". On 15 July 1955, *Gherardi* was redesignated DD–637. Shortly thereafter she went into the Charleston Naval Shipyard for preinactivation overhaul where she was decommissioned 17 December 1955. She entered the Atlantic Reserve Fleet there and at present is berthed at Philadelphia.

Gherardi received five battle stars for World War II service.

Giansar

A star of 4.1 magnitude in the constellation Draconis.

(AK–111: dp. 4023; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 254; a. 1 5"; cl. *Crater*)

Giansar was launched under Maritime Commission contract 19 January 1943 by the Oregon Shipbuilding Corp., Portland, Oreg.; sponsored by Mrs. Harry A. Dick; acquired 5 October 1943; commissioned 29 October 1943, Lt. Comdr. C. J. King, USNR, commanding.

Giansar sailed from Los Angeles 10 November 1943 to deliver aircraft to Pago Pago, Samoa, and general cargo to Funafuti atoll, Ellice Islands. She then proceeded with 500 pound bombs to Namomea in the Gilberts. After transport of landing craft from Apamama to Tarawa, she returned to Pearl Harbor 1 February 1944. She departed 10 February with tanks, guns, trucks and gasoline for Majuro, returning 12 March with more than 125 passengers. She made a similar voyage (13 March–19 May) carrying general cargo and mail to Majuro and Kwajalein.

Giansar departed Pearl Harbor 21 May 1944 and put in at San Francisco 8 days later with salvaged aviation material and 123 passengers. In a round trip voyage from San Francisco (9 June–28 September), she transported vehicles, supplies and other cargo to Pearl Harbor, Eniwetok, Saipan and Guam. A similar voyage was made (31 October 1944 to 9 February 1945) for delivery of provisions to Hawaii, Ulithi and Guam. She returned to Los Angeles 9 February with 130 bluejackets.

Giansar departed Los Angeles on her last logistic cruise 1 March 1945. Proceeding via Hawaii and the Marshalls, she unloaded cargo at Ulithi, thence to San Pedro Bay in the Philippines where she arrived 25 May 1945. She remained there 3 months, discharging foodstuffs, store stock and medical supplies are required. After a voyage to Ulithi and return (13–25 August), she departed San Pedro Bay 28 August for return to Seattle, Wash., 28 September 1945.

Giansar arrived at San Francisco 18 October, departing 2 days later for Norfolk. She moored at Hampton Roads 8 November and decommissioned at Norfolk 28 November 1945. She was returned to the Maritime Commission in the same day. Her name was struck from the Navy List 19 December 1945.

Gibbins, Henry, see *Henry Gibbins* (AP–183)

Gibson County

Counties in Indiana and Tennessee.

(LST–794; dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 11.6 k.; cpl. 119; a′ 8 40mm., 12 20mm.; cl. *LST–511*)

LST–794 was laid down by Dravo Corp., Pittsburgh, Pa., 12 July 1944; launched 16 September; sponsored by Mrs. B. H. Gommel and commissioned 16 October 1944, Lt. W. C. Cain, USCGR, in command.

Following shakedown, *LST–794* departed New Orleans 15 November, en route to the Pacific. After embarking Army and Navy passengers at Pearl Harbor, she steamed to the New Hebrides, arriving Espiritu Santo 16 January 1945. Proceeding to the Russell Islands she debarked passengers and cargo before sailing to Guadalcanal for assignment. During the next 4 weeks she transported troops and cargo between Guadalcanal and the Russell Islands.

As the invasion of Okinawa approached, *LST–794* engaged in intensive amphibious exercises in the Solomons, then steamed for the Ulithi staging area. After taking on marines and vehicles, the landing ship departed Ulithi 25 March, and 1 week later arrived off Okinawa. On 1 April her troops stormed ashore in small boats and LVT's as the Marine established a beachhead in the emperor's private sea. She remained in the assault area until 11 April when she sailed to Saipan for reinforcements.

For the rest of the war, *LST–794* transported troops and cargo to Okinawa and the Philippines. Following the victorious conclusion of the war, she remained in the Far East, assisting the occupation forces in Japan, Korea, and Okinawa. Returning to the United States in early 1946, *LST–794* decommissioned 9 July 1946 and joined the Pacific Reserve Fleet, berthed in the Columbia River.

Named *Gibson County* 1 July 1955, she was used as a target and sunk 23 May 1959.

LST–794 received one battle star for World War II service.

Gigi, see *YP–461*

Gila River

A river in southwestern New Mexico and southern Arizona that empties into the Colorado River near Yuma, Arizona.

(LSMR–504: dp. 790; l. 206′3″; b. 34′6″; dr. 7′2″; s. 13 k.; cpl. 138; a. 1 5″, 4 40mm., 8 20mm., 4 4.2″ m., 10 rkt.; cl. *LSMR–401*)

LSMR–504 was laid down 24 March 1945 by Brown Shipbuilding Co., Houston, Texas; launched 21 April 1945; and commissioned 11 June 1945, Lt. Leslie W. Bolon in command.

Departing Houston 18 June, *LSMR–504* steamed via Galveston to Charleston, S.C., where she arrived 28 June. She proceeded to Little Creek, Va., 16 July and operated in Chesapeake Bay and along the Virginia coast until sailing for the West Coast 7 August. She reached San Diego 29 August, was assigned to LSMR Squadron 3, and operated along the coast of southern California during the next 6 months. She joined the 19th Fleet 4 March 1946 and between 18 and 22 March steamed to Astoria, Oreg., for duty with the Columbia River Group. She decommissioned 11 May 1946 and entered the Pacific Reserve Fleet in the Columbia River. *LSMR–504* was named *Gila River* 1 October 1955. On 1 February 1960 she was struck from the Navy List and on 7 July sold to the Zidell Exploration Corp., Portland, Oreg.

Gilbert Islands

An island group containing 16 atolls in the western Pacific Ocean on the equator, southeast of the Marshalls and northeast of the Solomons. On 20 November 1943 Marines made an amphibious assault on Makin and Tarawa Islands, seizing the former without difficulty, but winning Tarawa only after a 100-hour battle in which over 3,500 Americans were killed or wounded.

(CVE–107; dp. 10,900; l. 557′1″; b. 75′; dr. 32′; s. 19.1 k.; cpl. 1,066; a. 2 5″; cl. *Commencement Bay*)

Gilbert Islands (CVE–107) was launched 20 July 1944 the Todd-Pacific Shipyards, Inc., Tacina, Wash.; sponsored by Mrs. Edwin D. McMorries; and commissioned 5 February 1945, Captain L. K. Rice in command.

After shakedown training, *Gilbert Islands* departed San Diego 12 April 1945 for exercises in Hawaiian waters. She sailed 2 May with an escort carrier force that closed Okinawa 21 May. Her aircraft (24–31 May) blasted and strafed concrete dugouts, troop concentrations, ammunition and fuel dumps on Okinawa. In the following days she helped neutralize outlying Japanese airfields and installations with repeated bomb and rocket attacks. Five of her Marine pilots were killed in action. She departed Okinawa 16 June to replenish at San Pedro Bay, thence to Balikpapan, Borneo. She gave air cover to Australians storming that shore 1 July and remained 4 days to attack all targets in sight. With the Australians securely established, she returned to Leyte 6 July.

Gilbert Islands departed San Pedro Bay 29 July to screen logistic ships replenishing 3d Fleet striking forces along the coast of Japan. On that station 15 August she joined a task group that included nearly all the 3d Fleet and heard Admiral Halsey's laconic direction: "Apparently the war is over and you are ordered to cease firing; so, if you see any Jap planes in the air, you will just have to shoot them down in a friendly manner." After replenishment at Okinawa, she departed 14 October to participate in a show of air strength during occupation of Formosa by the Chinese 70th Army. She was then routed onward via Siapan and Pearl Harbor to San Diego, arriving 4 December 1945. She remained in port until 21 January 1946, then set course for Norfolk where she decommissioned 21 May 1946 and was placed in reserve.

Towed to Philadelphia in November 1949, *Gilbert Islands* recommissioned 7 September 1951 and put in at Boston 25 November for overhaul. She joined the Atlantic Fleet 1 August 1952, sailed 8 days later with a cargo of jets for Yokohama, Japan, arriving 18 September, and returned to her homeport of Quonset Point, R.I., 22 October. She sailed 5 January 1953 for the Caribbean to conduct training exercises off Cuba and returned to New England waters to continue these duties through the summer and fall of the year. Following a cruise to Halifax and overhaul at Boston, the escort carrier stood out 5 January 1954 for a Mediterranean cruise, returning to Quonset Point 12 March 1954 for reserve training and other exercises. She became the first of her class to have jets make touch-and-go landings on the flight deck while she had no way on, a dangerous experiment successfully conducted 9 June 1954.

She left Rhode Island 25 June for Boston and decommissioned there 15 January 1955.

Reclassified AKV–39 7 May 1959, *Gilbert Islands* remained in reserve until her name was struck from the Navy List June 1961. She was reclassified (AGMR–1) 1 June 1963 and renamed *Annapolis* 22 June 1963. *Annapolis* recommissioned 7 March 1964, Captain John J. Rowan in command. As the Navy's first major communication relay ship, *Annapolis* was busy with acceptance trials for the rest of the year. In the fall she handled communications during Operation "Teamwork" and "Steel Pike" before final acceptance into the fleet 16 December.

After operations out of Norfolk during the first half of 1965, *Annapolis* was assigned Long Beach as home port 28 June 1965. In September she was sent to Viet Nam to assist communications between naval units fighting Communist aggression. With the exception of periodic visits to Hong Kong, Formosa, and the Philippines for upkeep and training, she continued this important service into 1967 assuring a smooth, steady and speed flow of information and orders so necessary to effective conduct of the war.

Gilbert Islands received three battle stars for World War II service.

Gillen, Edward E., see *YMT–21*

Gillespie

Major Archibald H. Gillespie, USMC, was born 14 August 1810 in New York City, and was commissioned in the Marine Corps in 1832. After commanding the Marine Guard in *Fairfield*, *Vincennes*, *North Carolina*, and *Brandywine* Lt. Gillespie was sent by President Polk in 1845 with secret messages to the U.S. Consul in Monterey, Commodore Sloat, and General Fremont in California. He joined the Fremont volunteers and participated in the first American occupation of southern California, following the Bear Flag revolt of 14 June 1846. Gillespie fought in the battles of San Pasqual, San Bernardo, and San Gabriel with volunteers striving to wrest California from Mexico. Returning to Washington, D.C., in 1847, he subsequently served there and at Pensacola, Fla., until resigning from the Marine Corps 14 October 1854. For his distinguished service in California, he was promoted to Captain, and then Major, by brevet. He died 16 August 1873 in San Francisco, Calif.

(DD–609: dp. 1,620; l. 348'4''; b. 36'1''; dr. 11'9''; s. 35 k; cpl. 261, a. 4 5''/.38 cal, 7 20mm, 5 21'' tt.; ASW 6 dcp.; cl. *Benson*)

Gillespie (DD–609) was launched 1 November 1942 by the Bethlehem Steep Corp., San Francisco, Calif.; sponsored by Mrs. Hugo W. Osterhaus, wife of Rear Admiral H. W. Osterhaus; and commissioned 18 September 1942, Lt. Comdr. C. L. Clement in command.

After shakedown the destroyer sailed from San Francisco 28 December 1942 for the fog-shrouded Aleutians and reached Sand Bay, Great Sitkin Island, 9 January 1943. After conducting escort, ASW, and patrolling duties among the scattered Aleutians, she saw her first action 18 February when, with *Indianapolis* and *Richmond*, she bombarded Attu Island, without return fire. The destroyer poured over 400 rounds of 5-inch into enemy installations at Holtz Bay and Chicagof Harbor, and on the evening of the same day began an anti-shipping patrol southwest of Attu with *Indianapolis* and *Coglan*. At 2225 *Coglan*'s lookouts spotted smoke on the horizon and *Gillespie* went into action. The smoking ship was *Akagane Maru*, a 3100-ton cargo ship bound for Attu with troops, munitions, and supplies, but she was not to close her port of call. The game was up when she answered *Indianapolis*' challenge in Japanese Morse Code; the American warships opened fire at 2316 and scored repeatedly. Within 3 minutes the cargo ship was burning forward; a coup de grace single turret salvo by *Indianapolis* set her afire from stem to stern. Malfunctioning torpedoes failed to sink the gutted maru, but she finally slid under at 0126 20 February in 53–05 N, 171–22 E.

After further patrolling, *Gillespie* returned to San Francisco 4 March for overhaul and subsequently sailed via San Diego and the Panama Canal to moor at New York 11 April 1943. Through the spring, summer, and fall of 1943 the destroyer made four round-trip transatlantic escort voyages to Casablanca, French Morocco, and return, shepherding troop and cargo ships to the North African theater. On 2 January 1944 she departed Norfolk for the Pacific, reaching Funafuti atoll 20 days later, and escorting troop ships thence to Milne Bay, New Guinea, where she put in 7 February. As part of the 7th Fleet the destroyer supported the consolidation of Saidor in late February and escorted LST's from Cape Sudest, New Guinea, to Cape Gloucester, New Britain, and Los Negros in the Admiralties. On 6 March the LST's made landings in Hayne Bay, Los Negros, while *Gillespie* patrolled from five to fifteen miles off the northeast coast. While acting as a call fire ship for Army forces in Seeadler Harbor, Manus Island, she bombarded the eastern tip of Pityilu Island on 14 March and until the 16th continued to support the Manus assault by bombarding installations and gun emplacements on Manus. On 24–25 March *Gillespie* plastered targets on Pityilu, Manus, and Rambutyo Islands, returning to Oro Bay, New Guinea, 26 March.

Training exercises and patrolling occupied her until 27 May, when she lent fire support for the initial landings on Biak Island. From 31 May to 2 June 1944 she served as a fighter director and warning picket off Biak, and bombarded that island again to soften up Japanese defenses. *Gillespie* came under repeated air attacks, but escaped damage or casualties. Duties in New Guinean waters continued; 5–6 July she blasted enemy positions on the west coast of Noemfoor Island to speed the advance of the 6th Army toward the Namber Drone area, and 20 July her 5-inchers laid waste Insomeken Point and Arimi Island on the east coast of Noemfoor during the mopping up following the initial landings.

Through the summer of 1944 the destroyer continued patrolling and training exercises off New Guinea and the Solomons, and was on hand from 15 September–14 October for screening activities during the amphibious assault on Peleliu in the Palau Islands. With success assured, *Gillespie* sailed 14 October 1944 for overhaul at Bremerton, Wash., mooring there 5 November, and after refresher training, sailed from San Diego 3 January 1945. She conducted training exercises at Pearl Harbor and closed Ulithi 8 February, and subsequently as part of the Logistic Support Forces she escorted supply ships and units of the 5th Fleet during the seizure of Iwo Jima.

From 13 March–28 May 1945 *Gillespie* participated in the landings and occupation of Okinawa and adjacent islands of the Nansei-Shoto group. 8 April the destroyer came under attack by two Japanese planes, the first of which tried to kamikaze her. At dawn, just before 0600, an enemy fighter swooped down and *Gillespie*'s 5-inch battery opened fire at a range of 9,800 yards. As the plane closed the 2,500 yards, her automatic weapons took up the hail of fire and the destroyer turned hard to port to keep the batteries unmasked. The smoking plane passed low over the fantail and made an abrupt wingover in an attempt to crash the ship, but *Gillespie*'s fire had been too accurate and the plane spun off into the sea. Minutes later, another plane came in and was quickly splashed. The destroyer put in at Ulithi 31 May and from 1 July to 15 August 1945 screened other warships during the pre-invasion softening up of the Japanese home islands. From 16 August to 2 September she continued her escort and patrolling duties, and anchored triumphantly in Tokyo Bay 10 September 1945. Underway once more 12 October, she sailed via Manila and Pearl Harbor to moor at San Diego 23 November, and steamed thence to close Boston 11 December. Following overhaul there, she reached Charleston, S.C., 14 January 1946 and she

decommissioned at that port 17 April 1946. In reserve since that time, she is now assigned to the Texas Group, U.S. Atlantic Reserve Fleet, Orange, Tex.

Gillespie earned nine battle stars during World War II.

Gillette

Douglas Wiley Gillette, born 10 September 1918 in Wilmington, N.C., enlisted in the Naval Reserve 5 March 1936. After serving at Norfolk, in *McDougal*, and after studying at the Naval Academy and Northwestern University, he was commissioned Ensign 12 September 1941. Ordered to active duty in carrier *Hornet* 17 November 1941, he was appointed Lieutenant (j.g.) (temporary). He was killed in enemy action in the Battle of Santa Cruz Islands 26 October 1942 while serving in *Hornet*.

I

(DE–270: dp. 1,140; l. 289'5"; b. 35'1"; dr. 11'; s. 21 k.; cpl. 156; a. 3 3", 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Evarts*)

The first *Gillette* (DE–270) was built by the Boston Navy Yard; sponsored by Mrs. Thomas O'Dea; and commissioned 8 September 1943. Leased to the United Kingdom eight days later and renamed HMS *Foley* (*q.v.*), she was returned to the United States after World War II and scrapped 19 June 1946.

II

(DE–681: dp. 1,400; l. 306'; b. 37'; dr. 13'6"; s. 23.6 k; cpl. 213; a. 3 3", 4 1.1", 4 40 mm., 8 20 mm., 8 dep., 1 dcp. (h.h.), 2 det.; cl. *Buckley*.)

The second *Gillette* (DE–681) was launched 25 September 1943 by the Bethlehem Steel Co., Quincy, Mass.; sponsored by Mrs. Pearl M. Gillette, the namesake's mother; and commissioned 27 October 1943, Comdr. T. G. Murrell, USNR, commanding.

After shakedown off Bermuda, *Gillette* sailed from Boston 2 January 1944 for Balboa, C.Z., where for 4 months she conducted intensive exercises with submarines and escorted a convoy to Guantanamo Bay, Cuba, and returned. She sailed 9 May for Puerto Limon, Costa Rica, on a good will tour and visited Barranquilla, Colombia, as well before returning to Boston 2 June.

From 4 July 1944 to 18 February 1945 *Gillette* made four round trip transatlantic escort voyages—three out of Hampton Roads and one from New York—to Oran and United Kingdom ports protecting Allied shipping. She subsequently served as a submarine training ship at New London, Conn., until 14 April 1945. That date she sailed for Hollandia via Borabora and Manus, and escorted a convoy thence to Manila, where she put in 17 June. Patrol and escort duties in the Philippines and to Ulithi occupied the busy ship until 6 August, when she sailed for Okinawa and returned as convoy escort to Subic Bay 17 August. Following a round trip escort voyage from Subic Bay to Tokyo and return, *Gillette* continued patrol and logistics duties in the Philippines until departing Subic Bay 26 November for San Diego, where she moored 17 December 1945.

Gillette remained at San Diego until decommissioned there 3 February 1947 and placed in reserve with the Pacific group at San Diego.

Gilliam

A county in the State of Oregon.

(APA–57: dp. 4,247; l. 426'; b. 58'; dr. 16'; s. 16.9 k; cpl. 283; a. 1 5"; cl. *Gilliam*)

Gilliam (APA–57) was launched 28 March 1944 under a Maritime Commission contract by the Consolidated Steel Corp., Wilmington, Calif.; sponsored by Mrs. A. O. Williams of Wilmington; acquired 31 July 1944; and commissioned 1 August 1944, Comdr. H. B. Olsen in command.

The first of a new type of attack transport, *Gilliam* stood out of San Francisco Bay 16 October 1944 with 750 Army troops for Oro Bay, New Guinea, and delivered them to that port 4 November. Embarking nearly 1000 troops of the 11th Airborne Division, she sailed a week later and off-loaded her passengers at Leyte, subsequently returning to Humboldt Bay, New Guinea, 22 November. *Gilliam* got underway again 29 November under orders to steam to Leyte Gulf and embark elements of the 6th Army Headquarters for passage to Lingayen Gulf.

Gilliam was part of a 36-ship convoy churning toward the Philippines when 5 December 1944 the convoy came under heavy air attack while 100 miles from Leyte Gulf. At 1218 *Gilliam* spotted a plane coming in low on the water at deck level, headed for the middle of the convoy. Coming under limited fire, the Japanese plane released a torpedo 2 minutes later which smashed into SS *Anton Saugraine*. Just after 1230 two more planes came in low and fast, and one got another torpedo into the stricken merchantman, which was then dead in the water. Intense fire from the convoy drove the planes off, but later that afternoon another Japanese aircraft dove in at 1530, and after running into heavy fire, made a suicide crash on SS *Marcus Daly*. The Japanese caught her on the bow at waterline and started fires and explosions. A second kamikaze tried his luck but missed and crashed into the sea after repeated hits from the convoy's gunners. *Anton Saugraine* and *Marcus Daly* were kept afloat by quick damage control, but the former ship was attacked again the next day while under tow and was finally sunk. During this engagement, *Gilliam*'s unflinching crew stood at General Quarters for nearly 12 hours and the ship reached Leyte 6 December without damage.

At Leyte *Gilliam* acted as receiving ship for the crews of damaged warships and undertook medical and salvage operations in spite of continued air alerts. After embarking over 500 soldiers at Tacloban, she sailed from that port 7 January 1945 bringing troops to Lingayen Gulf in support of the invasion. She returned to Leyte on 14 January to embark elements of the 32d Infantry Division and brought them safely back to Lingayen Gulf 27 January. After loading casualties for passage to Leyte, *Gilliam* sailed from that port 2 February to embark Marines of the 3d Amphibious Corps at Guadalcanal and conducted training exercises in preparation for the coming invasion of Okinawa.

Gilliam closed Okinawa on 1 April and in the face of kamikaze attacks debarked reconnaissance parties of the 3d Amphibious Corps and unloaded vital cargo. On 5 April she sailed for the United States via Saipan and Pearl Harbor, mooring at San Francisco 27 April for drydock repairs.

Subsequently *Gilliam* embarked men of the 6th Seabee Battalion a Port Hueneme, Calif., and sailed 28 May 1945 for Okinawa via Eniwetok and Ulithi. She off-loaded cargo and passengers at Okinawa and returned to San Francisco 10 August, where nearly 1,000 troops were embarked and brought to Pearl Harbor on 27 August. Men of the Headquarters and Service Battalions, 5th Amphibious Corps came on board at Hawaii, and *Gilliam* sailed 1 September for Sasebo, Japan, and put her occupation troops ashore 3 weeks later.

On 25 September 1945 she got underway for Manila, and after embarking more than 450 veterans of the 32d Infantry Division at Lingayen Gulf, she carried them to Sasebo, arriving 15 October. After returning to Cebu in the Philippines 29 October, she became part of the "Magic-Carpet" fleet and sailed 2 November with 1,000 bluejackets and soldiers, debarking them at Portland, Oreg., 21 November 1945.

Following a voyage to Samar, *Gilliam* moored at Pearl Harbor 16 February 1946 and prepared to participate in the atomic bomb tests at Bikini atoll in the summer of 1946. On the morning of 1 July 1946, *Gilliam*, a target ship for Test Able, was sunk in Bikini lagoon.

Gilliam received two battle stars for World War II service.

Gilligan

John Joseph Gilliagn, Jr., born 17 June 1923 at Newark, N.J., enlisted in the Marine Corps Reserve 8 January 1942 and served at Parris Island, S.C., and Quantico, Va. Private Gilligan was mortally wounded in action while serving with the First Marine Raider Battalion at Tulagi, Solomon Islands, on 7 August 1942 and died the next day. For his heroism under fire, he was posthumously awarded the Silver Star.

(DE–508; dp. 1,350; l. 306′; b. 36′10″; dr. 13′4″; s. 24.3 k; cpl. 222; a. 2.5″, 4 40 mm., 10 20 mm., 8 dcp., 1 dep. (h.h.), 2 dct.; cl. *John C. Butler*)

Gilligan (DE–508) was launched 22 February 1944 by the Federal Shipbuilding & Drydock Co., Newark, N.J.; sponsored by Mrs. John J. Gilligan, the namesake's mother; and commissioned 12 May 1944, Lt. Comdr. Carl E. Bull, USNR, commanding.

Following shakedown off Bermuda, *Gilligan* escorted a troopship from New York to Maine and sailed from Norfolk 5 August 1944 to escort an LSD to Pearl Harbor, arriving 30 August. Underway 29 September to escort merchantmen to Eniwetok, she put in at Majuro 13 October and from 16–27 October 1944 escorted merchantmen to Kwajalein, bombarded Mille atoll and Jaluit Island, and sank a 50-foot Japanese schooner, before returning to Majuro the latter date. *Gilligan* sailed 1 November to escort merchantmen to Eniwetok and Saipan, subsequently mooring at Ulithi 17 November. Three days later, on 20 November, fleet oiler *Mississinewa*—loaded with more than 400,000 gallons of aviation gasoline—was torpedoed inside Ulithi lagoon with a loss of 50 officers and men. Seconds later, *Gilligan* saw a miniature Japanese submarine pass close alongside; with other ships she depth-charged within the lagoon and possibly damaged one midget. Destroyer *Case* rammed and sank another outside the harbor, and Marine planes finished off a third the same day.

Gilligan sailed 4 December as a steamship escort to Manus and conducted patrols off Bougainville from that port until 31 December 1944 when she departed Manus to escort troopships bound for Lingayen Gulf, arriving in time for D-Day, 9 January 1945. Although in constant danger from enemy air attacks, the destroyer escort supported the assault, screened for Attack Group Able of VADM Wilkinson's Task Force 79, and made smoke. *Gilligan* came under kamikaze attack 12 January. A bluejacket under fire from the attacking plane leaped from his post onto the main battery director and threw it off target, a mistake which prevented the 5-inch guns from getting off more than 14 rounds. The kamikaze crashed directly into the muzzles of *Gilligan*'s No. 2 40mm. gun, killing 12 men and wounding 12, and started raging fires. Outstanding damage control kept the ship seaworthy; she put in at Leyte 17 January for repairs, subsequently reaching Pearl Harbor 21 February for overhaul.

Gilligan sailed again 29 March 1945 as an antisubmarine convoy escort and closed the western beaches of Okinawa 17 April to commence antiaircraft and antisubmarine screening around the transport anchorage. The Japanese were at this time using every conceivable means—kamikazes, submarines, swimmers, and motor boats—to destroy the assembled ships. In spite of heavy air attacks she engaged in screening and escort duties for transports, splashed at least five attacking planes, and possibly damaged a submarine. On 27 May her luck almost ran out; a torpedo bomber hit her solidly with a torpedo, which fortunately was a dud. *Gilligan* returned to Ulithi 25 June and sailed again 6 July on merchantmen escort duty to Leyte and Hollandia and subsequently closed Manila where she was attached to the Philippine Sea Frontier. On 16 August she sailed to escort merchantmen to Okinawa, returning to Manila 27 August, and repeated this voyage 29 August–25 September 1945. Underway from Manila 5 November, *Gilligan* reached San Pedro, Calif., 26 November for overhaul. She was towed to San Diego 14 April 1946 and was placed out of commission in reserve at that port 2 July 1946.

Gilligan recommissioned in reserve 15 July 1950 at Seattle and conducting reserve cruises in Pacific Northwest waters, and voyages thence to the Fleet Sonar School at San Diego. Training cruises brought her twice to Hawaii, once to Acapulco, Mexico, and once to the Canal Zone before she decommissioned 31 March 1959 at Point Astoria, Oreg. *Gilligan* remains out of commission in reserve at Bremerton, Wash.

Gilligan earned one battle star for World War II service.

Gillis

Gillis was named for two naval men.

John P. Gillis, born 6 September 1803 in Wilmington, Del., was appointed Midshipman in 1825. He served with distinction in the Mexican War at the capture of Tuspan and in 1853–54 sailed with Commodore Perry's expedition to open Japan to the West. During the Civil War he commanded *Monticello*, *Seminole*, and *Ossipee* in the Union blockade and subsequently was on duty at New York until retiring in 1866. Commodore Gillis died 25 February 1873 in the city of his birth.

James Henry Gillis, born 14 May 1831 in Ridgway, Pa., graduated from the Naval Academy in 1854. Three years later, while serving in store ship *Supply* he rescued the crew of a floundered Argentine ship during a violent storm. During the Civil War he served with Union Squadrons blockading the Confederacy and subsequently commanded *Michigan*, *Franklin* (Flagship European Station), *Lackawanna*, *Minnesota*, and *Hartford* (Flagship Pacific Station). Appointed Rear Admiral in 1888, he retired on 14 May 1893. Known as the "Sailor with a charmed life" because he never lost a man at sea, Rear Admiral Gillis died 6 December 1910 at Melbourne Beach, Fla.

(DD–260: dp. 1,190; l. 314′5″; b. 31′8″; dr. 9′3″; s. 35 k; cpl. 120; a. 4 4″, 2 3″, 4 21″ tt.; cl. *Belknap*

Gillis (DD–260) was launched 29 May 1919 by the Bethlehem Shipbuilding Corp., Quincy, Mass.; sponsored by Miss Helen Irvine Murray, granddaughter of Admiral Gillis; and Mrs. Josephine T. Smith, niece of Commodore Gillis; commissioned 3 September 1919, Lt. Comdr. Webb Trammell in command.

Gillis sailed from Newport, R.I., 17 December 1919 and moored at San Diego 20 January 1920. She joined the Pacific Fleet Destroyer Force in tactics and maneuvers along the West Coast until decommissioned at San Diego 26 May 1922. Recommissioned in ordinary 28 June 1940, she was reclassified 2 August as seaplane tender destroyer AVD–12. Following conversion she was placed in full commission at San Francisco, 25 March 1941.

Gillis was assigned as tender to Patrol Wing 4, Aircraft Scouting Force, U.S. Pacific Fleet. In the following months she performed plane guard patrol between San Diego and Seattle with time out for aircraft tending duties at Sitka, Alaska (14–17 June); Dutch Harbor and Kodiak (15–31 July). After overhaul in the Puget Sound Naval Shipyard she returned to Kodiak 16 October 1941 to resume tending of amphibious patrol planes in Alaskan waters. She was serving at Kodiak when the Japanese attacked Pearl Harbor and returned to the Puget Sound Naval Shipyard 9 February 1942 for overhaul.

Gillis resumed tender duties at Kodiak 26 May 1942. She was stationed at Atka (11–13 June) tending amphibious patrol aircraft bombing the Japanese on Kiska Island. On air-sea rescue patrol 6 June 1942, she made three depth charge runs on an underwater sound contact. A Japanese submarine violently broached the surface revealing its conning tower and propellor, then disappeared. *Gillis* was unable to regain contact. She was credited with damaging this underseas raider in the combat area off Umak Island. She was attacked by three Japanese patrol bombers while at Adak 20 July. One bomb, fortunately a dud, splashed within 10 feet alongside. Other bombs rained about her ahead and astern. She was drenched

by water thrown up by the explosions but escaped damage or casualties.

Gillis continued her varied duties as aircraft tender and air-sea rescue patrol ship throughout the Aleutian Campaign. Brief intervals of repair were accomplished in the Puget Sound Naval Shipyard. She terminated this service 19 April 1944 when she departed Dutch Harbor for overhaul in the Puget Sound Naval Shipyard. She arrived at San Diego 13 June and spent the following months as plane guard for aircraft carriers training along the California coast. She was then routed on to Pearl Harbor, arriving 8 December 1944. She operated in Hawaaian waters as plane guard for escort carrier *Makassar Strait* (CVE–91) until 20 February 1945. She then sailed with Rear Admiral M. L. Deyo's Gunfire and Covering Force, enroute via the Marshalls, Marianas and Ulithi for the Invasion of Okinawa.

Gillis arrived off Kerama Retto 25 March 1945. She guarded minesweepers to the west, then stood by underwater demolition teams clearing approaches to the western beaches of Okinawa. After invasion forces stormed ashore 1 April, she tended observation and patrol planes at Kerama Retto and performed air-sea rescue patrol. On 28 April she departed Okinawa in the screen of *Makassar Strait*, bound via Guam to San Pedro Bay, Philippine Islands. She returned by the same route in the escort screen of *Wake Island* (CVE–65). That carrier launched planes 29 June to land bases on Okinawa and *Gillis* helped escort her back to Guam 3 July 1945.

Gillis departed Guam for home 8 July 1945. She arrived at San Pedro, Calif., 28 July and decommissioned there 15 October 1945. Her name was struck from the Navy List 1 November 1945. She was sold for scrapping 29 January 1946.

Gillis received two battle stars for service in World War II.

Gillis, James M., see *James M. Gillis* (AGS–13)

Gilmer

Thomas Walker Gilmer, born 6 April 1802 in Albemarle County, Va., served for many years in the Virginia House of Delegates, became Governor of Virginia in 1840, and was elected to Congress in 1841. He was appointed Secretary of the Navy by President Tyler 15 February 1844 but was killed 28 February 1844 by the bursting of a gun while on board USS *Princeton*.

I

(DD–233: dp. 1,215; l. 314′4½″; b. 30′11½″; dr. 9′4″; s. 33.82 k; cpl. 130; a. 4 5″; cl. *Clemson*)

The first *Gilmer* (DD–233) was launched 24 May 1919 by the New York Shipbuilding Corp., Camden, N.J.; sponsored by Mrs. Elizabeth Gilmer Miles, Secretary Gilmer's granddaughter; and commissioned 30 April 1920, Lt. (j.g.) Harold J. Wright commanding.

From 27 August 1920 to 11 August 1923 *Gilmer* made two round trip transatlantic voyages out of New York to European and Mediterranean ports. She subsequently engaged in training exercises along the Eastern seaboard, in the Caribbean, and out of West Coast ports until 1938. This varied duty was highlighted by a cruise to Nicaragua in 1926 to protect American lives and property during a civil war, an escort voyage to Havana guarding President Coolidge in battleship *Texas* in 1928, and disaster relief work in the Caribbean during the same year. Decommissioned at Philadelphia 31 August 1938, *Gilmer* recommissioned 25 September 1939 following the outbreak of World War II and was attached to the Atlantic Fleet Destroyer Division as flagship. She conducted patrols and exercises in the Atlantic and Caribbean until reaching San Diego 4 November 1940 and continued these duties along the Pacific coast until the United States entered the war.

Gilmer was at sea off Puget Sound when the Japanese attacked Pearl Harbor 7 December 1941. She immediately began antisubmarine patrol and escort duties and continued her missions until entering drydock 13 November 1942. She was redesignated APD-11 on 22 January 1943 following conversion. She sailed from Seattle 29 January via San Diego for Pearl Harbor, arriving 13 February, and subsequently escorted merchantmen to Espiritu Santo, where she moored 9 March and commenced amphibious training exercises with the 4th Marine Raider Battalion.

On 5 April *Gilmer* sailed from Tulagi and as flagship of Transport Division 16 engaged in antisubmarine patrols in those waters. She called at Noumea 22 April and put in at Townsville, Australia, 8 May, making two round trip escort voyages thence to Brisbane 13 May–22 June 1943. Escort and patrolling from Australia to New Guinea continued until 4 September 1943 when *Gilmer* participated in the Allied assault on the Huon Peninsula near Lae, New Guinea, and patrolled off Buna Island which she also bombarded. She supported American and Australian forces in the New Guinea campaign and made frequent escort voyages thence to Australia and return. On 26 December 1943 she landed troops of the famous 1st Marine Division at Cape Gloucester, New Britain, and stood by to support landings at Finschhafen 3 days later. On 2 January 1944 elements of the 126th Infantry were landed at Saidon. *Gilmer* engaged in patrols of Buna, Cape Sudest, and Australia and bombarded Humboldt Bay, New Guinea, 22 April 1944 when Army forces stormed ashore that D-day.

On 12 May the ship sailed from Hollandia to embark UDT teams at Pearl Harbor and debarked them 14 June 1944 at the initial assault on Saipan. Two days later she discovered and sank four Japanese cargo ships, taking 24 prisoners, and escaping serious damage. Tinian Town was bombarded 23 June and UDT operations off that island continued until 14 July when *Gilmer* with *William C. Miller* formed a hunter-killer group and sank Japanese submarine *I–6* in 18°18′ N, 146°26′ E. *Gilmer* sailed from Tinian 12 August for Pearl Harbor and until January 1945 conducted demolition and reconnaissance training with UDT teams in Hawaiian waters. She sailed 10 January as flagship for rehearsal exercises at Ulithi, and on 16 February closed Iwo Jima for the initial amphibious assaults. UDT teams were landed on the eastern and western beaches and *Gilmer* screened battleship *Tennessee* as the big ship blasted Japanese defenses on Iwo Jima. Patrolling and screening activities continued through 24 February, when *Gilmer* sailed for Leyte, arriving four days later. After touching Ulithi, she took part in the Okinawa operation, closing that island 25 March 1945 as flagship of the UDT's. The next day a kamikaze took off her galley deckhouse on its way overboard, killing one and wounding three crewmen. *Gilmer* supported the invasion until 9 April when she sailed for repairs at Pearl Harbor, but returned to Okinawa 4 July to recommence patrolling duties.

Following antisubmarine screening assignments for convoys bound from the Philippines to Okinawa, *Gilmer* moored at Nagasaki 13 September after Japan's surrender to carry POW's thence to Okinawa. She sailed from that island 15 October to escort a convoy to Hong Kong, arriving 22 October, and sailed again 2 days later to escort troopships carrying the Chinese 13th Army to Chinwangtao. After further escort and patrol voyages along the China coast, *Gilmer* sailed from Tsingtao 26 November for the United States and finally moored in the U.S. again at Philadelphia 11 January 1946. Decommissioned 5 February 1946, her name was struck from the Navy list 25 February 1946. She was sold for scrapping 3 December 1946.

Gilmer received seven battle stars for World War II service.

II

(PC–565: dp. 295; l. 173′8″; b. 23′; dr. 10′10″; s. 20 k.; cpl. 59; a. 1 3″, 1 40mm., 3 20mm., 2 rkt., 4 dcp., 2 dct.; cl. *PC–461*)

The second *Gilmer* (PC–565) was laid down as *PC–565* by Brown Shipbuilding Co., Houston, Tex., 14 August 1941; launched 27 February 1942; sponsored by Miss Jacqueline B. Perry; and commissioned 25 April, Lt. Walter T. Flynn in command.

After shakedown off Florida, *PC–565* engaged in ASW training, then performed convoy escort and patrol duty in the Gulf of Mexico and Caribbean. On 2 June while escorting a southbound convoy from New York to Cuba, she made an underwater sound contact and immediately attacked. After *PC–565* dropped a depth charge barrage the submarine *U–521* surfaced to be met with 20mm. gunfire. Several hits were scored and the enemy U-boat went under only to be met with another depth charge barrage. Large oil slicks and debris resulted, proving the destruction of the German U-boat. A survivor of the submarine was rescued and his testimony substantiated *PC–565*'s victorious encounter.

Departing New York 25 March 1944, *PC–565* sailed enroute to England where she joined the amphibious forces in preparation for the landing in Northern France. On 4 June she sailed from England arriving off the Normandy beaches 2 days later. There she effectively performed ASW patrols, antiaircraft defense, and shuttle control duties.

Throughout the rest of the war, *PC–565* remained in Europe on escort and patrol missions in the North Sea-English Channel area. Departing Bremerhaven 4 October 1945, the submarine chaser steamed for the United States, arriving Norfolk on the 22d. Two months later she arrived Green Cove Springs, Fla., and decommissioned 26 April 1946, joining the Atlantic Reserve Fleet. *PC–565* was named *Gilmer* 15 February 1956. She was stricken from the Navy List 1 July 1960, and sold to Venezuela.

PC–565 received two battle stars during World War II service.

Gilmore

Commander Walter William Gilmore, Supply Corp., U.S. Navy, was born 10 February 1895 in Williamsport, Pennsylvania; commissioned Ensign 29 June 1917; his duty assignments first taking him to a Naval Air Station in France, followed by alternation of duties at supply stations, air stations, operating bases, and cruisers until 2 September 1940 when he became Supply Officer of *Lexington* (CV–2). He was serving in the famed aircraft carrier during her Pacific raids on Rabaul, and on Lae and Salamaua, and perished with his ship in the Battle of the Coral Sea (7–8 May 1942). Commander Gilmore was posthumously commended by Secretary of the Navy Frank Knox for his superlative leadership and efficiency so vital to the high state of morale of *Lexington*'s crew during the Battle of the Coral Sea.

(DE–18: dp. 1140; l. 289'5"; b. 35'1"; dr. 8'3"; s. 21 k.; cpl. 156; a. 3 3", 2 40mm.; 9 20mm.; 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Evarts*)

Gilmore, originally allocated to England under terms of the Lend-Lease Program, was launched as HMS *Halder* (BDE–18) on 22 October 1942 by the Mare Island Naval Shipyard, California; sponsored by Mrs. Otis J. Boyer, wife of a Quarterman Rigger of the Mare Island Naval Shipyard; reallocated to the United States Navy and named *Gilmore* (DE–18) on 19 February 1943; commissioned 17 April 1943, Lt. Cmdr. S. C. Small commanding.

Gilmore conducted shakedown training at San Diego; escorted troopships from San Francisco to Pearl Harbor and return (28 June–8 July 1943), then departed San Francisco on 20 September in the escort screen of *Beaver* (AS–5), bound for Attu. A unit of Escort Division 14, she served as escort and control ship for U.S. Coast and Geodetic Survey Ship *Surveyor* (18–29 October) for survey operations east of Attu; completed 11 escort missions between Alaskan and Aleutian ports until 20 January 1944, then took air-sea rescue station off Attu for aircraft of Fleet Air Wing 4 until 1 February. Three days later she departed Attu to escort a merchantman to Adak, thence in the escort screen of *Tippecanoe* (AO–21) and *SS Henry Failing* to the Puget Sound Naval Shipyard, Bremerton, Wash., arriving 16 February 1944. She returned to Dutch Harbor on 1 March and completed nine escort missions between that port and Attu by 20 April 1944. She depared Dutch Harbor on 23 April to assist *Edward D. Daley* (DE–17) in the escort of merchantmen bound for Kodiak. Near midnight of 25 April her radar picked up a surfaced submarine which dived.

Gilmore gained underwater sound contact, made two depth charge attacks, then regained contact at 0010, 26 April. She exploded six depth charges near the submarine and 5 minutes later six others were dropped directly over the target. A violent underwater explosion caused minor damage in the after motor room of *Gilmore* as the 1,630-ton Japanese submarine *I–180* settled to the bottom in latitude 50°10′ North; longitude 155°40′ West.

Gilmore arrived at Kodiak on 29 April; returned to Dutch Harbor with Army transport *Otsego* on 9 May, and made five escort voyages between that port and Adak before serving on air-sea rescue station for pilots of Fleet Air Wing Four (1–4 July 1944). Fourteen more escort missions for troop transports were made to Kodiak, Adak, Attu, Kiska and Amchitka by 8 September 1944, followed by plane guard patrol west of Attu for Fleet Air Wing Four until 1 October. She then resumed escort missions between various Alaskan and Aleutian ports.

Gilmore departed Dutch Harbor on 13 January 1945 for overhaul in the Mare Island Naval Shipyard until 4 March, then sailed for Hawaii. She entered Pearl Harbor on 10 March, became flagship of Escort Division 14, and departed Pearl Harbor on 20 March as screen commander for a troopship convoy escorted safely to Eniwetok atoll in the Marshalls on 29 March. After guarding escort aircraft carrier *Long Island* (CVE–1) to Apra Harbor, Guam, she touched at Saipan on 13 April to act as station guide for a task element of tank landing ships that arrived off Iwo Jima on the 18th. After joining *Cassin* (DD–372) in the escort of two merchantmen to Guam, she departed Saipan on 1 May 1945 with another convoy of amphibious assault ships tbat arrived off Iwo Jima on the 4th. Assigned to rescue station, she closed within 12 miles of Mount Suribachi that afternoon to rescue an Army aviator from his crashed plane. On the 10th she sent her medical officer to *Jallao* (SS–368) for treatment of injured airmen rescued by that submarine. She escorted *Jallao* into Tanapag Harbor, Saipan, on 12 May and was relieved as division flagship by *Doherty* (DE–14) 20 July 1945.

Gilmore made an escort voyage for troopships to Okinawa and return (22 July–7 August 1945), then joined an antisubmarine warfare task group built around escort carrier *Kasaan Bay* (CVE–69) for an unrewarded search for enemy submarines in waters extending some 250 miles southwest of Guam. She returned to Saipan from this mission on 17 August 1945, made two escort voyages for troop convoys to Okinawa and return by 11 September, proceeded off Marcus Island for patrol (13–28 September), thence to Apra Harbor, Guam. She sailed for home on 12 October via Pearl Harbor to San Pedro, Calif., arriving 27 October 1945. *Gilmore* decommissioned 29 December 1945 and remained in the San Diego Group, U.S. Pacific Reserve Fleet, until sold for scrapping on 1 February 1947.

Gilmore received one battle star for the sinking of Japanese submarine *I–180*.

Gilmore, Howard W., see *Howard W. Gilmore* (AS–16)

Ginko

A handsome gymnospermous tree with yellow fruit and fan-shaped leaves, native to eastern China.

Ginko (YN–65) was renamed *Mastic* (YN–65) (*q.v.*) on 17 April 1943.

USS *Gilmore* (DE–18) in San Francisco Bay 27 February 1945

Gipsey

A former name retained.

Operations of a schooner *Gipsey* are briefly mentioned in the reports of the North Atlantic Blockading Squadron early in 1862, but no other record of her service has been found.

Giraffe

A large ruminant mammal of Africa, having a very long neck. It is the tallest of quadrupeds.

(IX–118: dp. 14,245; l. 441'6"; b. 56'11"; dr. 28'4"; s. 11 k.; cpl. 108; a. 1 5")

Giraffe (IX–118), formerly tanker *Sanford B. Dole*, was launched 11 November 1943 by the California Shipbuilding Corp., Wilmington, Calif.; sponsored by Miss Mary F. Leddy; acquired and simultaneously commissioned 12 December 1943; Lt. Comdr. Frederick F. Daly, USNR, commanding.

Following shakedown, *Giraffe* put in at Funafuti, Ellice Islands, 10 February 1944 and subsequently refueled warships at Eniwetok, Saipan, Guam, Ulithi, and Palau before reaching Okinawa 21 July 1945. She entered Sasebo, Japan, 20 November at war's end and served the occupation fleet until departing Yokosuka 21 February 1946 for Pearl Harbor and Norfolk. *Giraffe* reached Norfolk 3 May and decommissioned there 17 June 1946. Returned to the War Department that date, she was stricken from the Navy List 3 July 1946. She was subsequently sold to Metro Petroleum Shipping Co., Inc.

Giraffe was awarded two battle stars for World War II service.

Girasol

A bluish-white translucent opal with reddish reflections.

(PY–27: dp. 700; l. 170'; b. 27'1½"; dr. 10'10"; s. 12 k; cpl. 55; a. 1 3")

Girasol (PY–27), formerly yacht *Firenze*, was built in 1926 by the Krupp Iron Works, Kiel, Germany; acquired 16 March 1942; and commissioned 19 March 1942, Lieutenant Herbert M. Jones, USNR, commanding.

Girasol sailed from Norfolk 10 August 1942 for shakedown off Guantanamo Bay, Cuba, and subsequently steamed via San Diego to reach Pearl Harbor 26 December. Attached to the Hawaiian Sea Frontier through October, 1945, she patrolled Hawaiian waters and made frequent voyages to Midway in addition to exacting duties as plane guard and station ship.

Detached from the Hawaiian Sea Frontier 7 November 1945 at war's end, *Girasol* decommissioned at Mare Island, Calif., 26 January 1946. Stricken from the Navy List 1 month later, she was transferred to the Maritime Commission 14 July 1947.

***Gitana*,** see *YP–598*

Glacier

A field or body of ice formed in a region where snowfall exceeds melting; it moves slowly down a mountainside or valley. The second and fourth *Glacier* were named for Glacier Bay, Alaska; the third *Glacier* for Glacier County, Montana.

I

(AF–4: dp. 8325; l. 388'7"; b. 46'1"; dr. 25'4"; s. 12.3 k.; cpl. 98; a. 4 3")

The first *Glacier* was built as the merchant ship, SS *Port Chalmers*, in 1891 by J. L. Thompson & Son, Sunderland, England; purchased from the Federal Line, London, July 1898; commissioned at New York 5 July 1898, Comdr. J. P. Merrill, USN, commanding; had her name changed to *Delmonico* 6 July 1898, and to *Glacier* 6 days later.

Glacier departed Hampton Roads 15 August, and for the following 5 months she supplied ice, meat, and stores to ships of the North Atlantic Fleet operating in the West Indies during the Spanish-American War. Sailing from San Juan 3 January 1899, she arrived at New York 1 week later, and decommissioned there 6 March.

Glacier recommissioned at New York 31 March 1899, assigned to the Asiatic Station, she stood out of Hampton Roads 24 May and arrived 15 July at Manila Bay via the Mediterranean and Suez Canal. Operating in the Philippines during these troubled years, she supplied Army and Navy forces with ice, meat, and stores; delivered stores to reconstructed gunboats at Hongkong; and transported large quantities of meat and provisions from Australia to Manila. Sailing out of Manila Bay 22 April 1903, *Glacier* arrived at Norfolk 29 June, and decommissioned there 1 August.

Recommissioning there 15 December, she loaded sup-

plies and provisions at New York and delivered her cargo to ships at Guantanamo, Pensacola, and the Canal Zone (14 Feb–7 July 1904). Arriving at Boston 17 July, *Glacier* decommissioned there on the 30th and, following repairs, recommissioned 15 September and fitted out for special duty. *Glacier* became a unit of the Special Service Squadron composed of *Brutus*, *Caesar*, and *Potomac*, assigned to tow the floating dry dock *Dewey* from Sparrows Point, Md. to the Philippine Islands. Departing Solomons, Md. on the Patuxent River 28 December 1905, the squadron arrived at Olongapo, Philippines, via Los Palmas in the Canaries, Port Said, Suez, and Singapore, 10 July 1906. Following delivery of the dock, *Glacier* proceeded to Cavite for discharge of cargo and repairs. She stood out of Cavite 16 August, and arrived at Boston 14 November via the Suez Canal, the Mediterranean, and New York.

Departing Boston 4 January 1907, *Glacier* became a unit of the Atlantic Fleet, and engaged in supplying fresh provisions to ships operating in the Atlantic and Caribbean area until returning to New York 14 October.

As a storeship, she departed New York 5 December and accompanied the Atlantic Fleet on its good will and training cruise to the Pacific, stopping at various ports in the Caribbean, South America, and Mexico en route. Arriving 14 April 1908 at San Francisco. *Glacier* cruised with the Fleet on the California coast until departing San Francisco 29 June. She continued as supply ship to the Atlantic Fleet on its famous voyage around the world, visiting Honolulu, the Fiji Islands, New Zealand, Australia, and the Philippines. On 21 October, while at Cavite, she became detached from the Atlantic Fleet and assigned to the Pacific Fleet in her former capacity. The Commander in Chief of the Atlantic Fleet reports in 1908: "The storeships *Culogoa* and *Glacier* have been in constant attendance on the fleet, and have most successfully met all demands upon them. They have made the fleet absolutely independent of the local resources at the ports visited, which was necessary in view of the large number of men to be subsisted."

Loading provisions at Manila and Sydney (10 Nov–5 Dec), *Glacier* joined the Pacific Fleet at Talcahuano, Chile, 1 January 1909, and accompanied the fleet on a cruise to South and Central American ports and to Magdalena Bay. They arrived at Mare Island 2 June for repairs.

Continuing in her service as supply ship to the Pacific Fleet until 1918, *Glacier* was employed in delivering fresh provisions, stores, ammunition, target material, and mail; transporting personnel; and towing target rafts and coal barges. Her principal area of operations was on the West Coast, Mexico, and Central America. She made two trips to Asiatic waters (22 Sep 1909–14 Feb 1910 and 8 Apr–17 Aug 1912) to supply ships operating in the Hawaiian area, the Philippines, and the China and Japan coasts. From 1913 to 1917 she operated between California and Mexico and Nicaragua, delivering stores, mail and men to the Fleet, investigating conditions at Mexican ports, and giving refuge to United States and other foreign citizens during the unsettled conditions in Mexico. She loaded stores, fresh meats, and ammunition at San Francisco 9 to 14 May 1917, arrived 30 June at Rio de Janeiro and, through March 1918, delivered her cargo to ships operating on the east coast of South America.

Departing Rio de Janeiro 2 April, *Glacier* arrived at New York on the 24th, and became assigned to NOTS. As a Naval Overseas Transport Ship, she made three trips to Europe carrying fresh meats and general stores to naval forces operating in European waters. The first two trips were made from New York to the British Isles, 2 June–26 July 1918 and 13 August–20 October 1918, and the third trip from New York to Brest, 4 Nov 1918–4 January 1919, returning to Norfolk with a cargo of aviation material and high explosives for New York.

Standing in at New York 10 January 1919, she was detached from NOTS and assigned to the Train Squadron, Atlantic Fleet. From 6 May to 25 June 1919, she issued stores to the Atlantic Fleet and engaged in target practice with the fleet on the East Coast.

Glacier departed New York 24 July, arrived 17 August at San Pedro, and became attached to the Train Squadron, Pacific Fleet. Until 1921 she was engaged in transporting stores, ammunition, and personnel to ships operating off the California coast and Canal Zone area.

Arriving 31 October 1921 at Mare Island, *Glacier* decommissioned there 6 March 1922 and was sold 17 August to Barde Steel & Machinery Co., Seattle, Wash., for $22,000.

II

(ACV–33: dp. 7800; l. 495′8″; b. 69′6″; ew. 111′6″; s. 18 k.; cpl. 890; a. 2 5″; cl. *Prince William*)

The second *Glacier* was originally designated AVG–33, and changed to AVC–33 on 20 August 1942. She was built by the Seattle-Tacoma Shipbuilding Co. (later Todd-Pacific Shipbuilding) of Tacoma, Wash., under Maritime Commission Contract. *Glacier* was launched 7 September 1942, sponsored by Mrs. Richard P. Luker, and commissioned 12 July 1943, Comdr. Ward C. Gilbert in command. Her designation was changed to CVE–33 on 15 July 1943.

Glacier was one of a large group of escort carriers transferred to Great Britain under lend-lease. She was transferred 31 July 1943 at Vancouver, B.C. and served during World War II as *Atheling*. *Atheling* put in to Norfolk, Va., 6 December 1946 for return to the United States. Her name was stricken from the Navy List 7 February 1947 and she was sold to National Bulk Carriers, Inc., 26 November 1947.

III

(AK–183: dp. 7,450; l. 338′6″; b. 50′; dr. 21′1″; s. 11.5 k.; cpl. 85; a. 1 3″.)

The third *Glacier* (AK–183) was launched 22 April 1944 under a Maritime Commission contract by Walter Butler Shipbuilding, Inc., Superior, Wis.; sponsored by Miss Agnes Kennedy; acquired 29 March 1945 and commissioned 14 April 1945, Lt. C. L. Hitchcock, USNR, in command.

Following shakedown off Galveston, Tex., *Glacier* loaded lumber and metal drums at New Orleans and sailed 18 May 1945 for Pearl Harbor, where she put in 12 June to off-load her cargo. Underway 29 June with building supplies for Kwajalein, she returned via Eniwetok to San Francisco 5 August. Subsequently, a 5-month voyage out of San Francisco brought general cargo to Pearl Harbor, Tarawa, Majuro, Eniwetok, Guam, and Saipan before *Glacier* moored at Norfolk 1 February 1946, her missions accomplished. Decommissioned there 19 February 1946, she was returned to the Maritime Commission 3 days later and stricken from the Navy List 12 March 1946.

IV

(AGB–4: dp. 8,650; l. 310′; b. 74′; dr. 29′; s. 16 k; cpl. 339; a. 2 5″; cl. *Glacier*.)

The fourth *Glacier* (AGB–4) was launched 27 August 1954 by the Ingalls Shipbuilding Corp., Pascagoula, Miss.; sponsored by Mrs. Roscoe F. Good; and commissioned 27 May 1955, Comdr. E .H. Mater in command.

Icebreaker *Glacier*'s shakedown cruise and maiden voyage were combined in her important role in Operation Deep Freeze I. Her first encounter with the ice came in December 1955, when after breaking through the Ross Ice Pack, she carved out an ice harbor in Kainan Bay to permit the offloading of cargo ships at the site for Little America V. *Glacier* subsequently continued 400 miles west to break ice into an offloading site for the establishment of the Naval Air Facility at McMurdo Sound. In March 1956 an exploratory voyage around the Weddel Sea was completed; the icebreaker surveyed Vincennes Bay in Wilkes Land and made the first landing in history on the Princess Martha and Princess Astrid coasts. *Glacier* returned to Boston, her home port, 6 May 1956 after these accomplishments.

The ship returned to McMurdo Sound 28 October 1956 as spearhead for Deep Freeze II, having made the earliest

seasonal penetration in history through the dangerous ice belt. After supply deliveries there and at Little America, she led seven other Navy ships from New Zealand through the ice pack to the two Antarctic base sites. In January 1947 she led two cargo ships into Vincennes Bay where the last of the seven American bases for the International Geophysical Year was to be constructed. *Glacier* departed Wilkes Station 17 February for the United States via Melbourne with the termination of the operation.

During Deep Freeze III and the IGY of 1957–58, *Glacier* participated as a launching platform for extensive "rockoon" tests during which balloon-lifted rockets gained information useful to the "Explorer" space satellite program. In addition, the icebreaker continued her usual ice clearing and escort duties and conducted oceanographic studies in the Ross Sea.

The summer of 1958 found *Glacier* at the opposite end of the earth as she escorted ships participating in Operation Sunec for the resupply of North Polar radar and weather stations. By November of that year, however, she was again near the South Pole at McMurdo Sound, and after supplying the base steamed to Little America V to begin deactivation of that station. Subsequently, while operating in the Terra Nova Bay on the coast of Victoria Land, she discovered two previously unknown islands and what was possibly the largest Emperor penguin rookery in the Antarctic, home of over 50,000 of the large birds. *Glacier* came to the assistance of the Belgian expedition ship *Polarhav* near Breid Bay, halfway around the Antarctic continent from the Ross Sea area.

Fifth of the Navy's Antarctic support operations, Deep Freeze 60 (for the season 1959–60) took the ship once more to McMurdo and on a tour of exploration into the Bellingshausen Sea. Oceanographic and cartographic studies were discontinued in late February 1960 when *Glacier* steamed to assist Argentine icebreaker *General San Martin* and Danish cargo ship *Kista Dan*. With these missions accomplished, *Glacier* sailed for Boston via Rio de Janeiro, and while at that port provided emergency assistance to flooded areas in Brazil, finally sailing for Boston 17 April 1960.

The icebreaker departed Boston 13 October 1960 on her sixth Antarctic voyage and reached Port Lyttelton, N.Z., 21 November to unload cargo. Most of December was spent in breaking a 21-mile channel through McMurdo Sound to open the way for the thin-hulled supply ships. Following a return voyage to Wellington for repairs and to receive the Navy Unit Commendation for her Bellingshausen achievement of the preceeding expedition, she again entered the ice-chocked Amundsen and Bellingshausen Seas on a voyage of exploration and discovery. Oceanographic work continued until March 1961 when she sailed for Boston, arriving 27 April.

Underway again 8 October 1961 for Deep Freeze 62, she loaded cargo at Port Lyttelton in early November and encountered the Ross Sea ice pack 13 November, reaching McMurdo Sound by the end of the month. After repairs at Wellington *Glacier* returned to McMurdo and pressed on to the site of Little America V for cartographic studies. She returned to New Zealand 6 March 1962 and subsequently put in at Boston 5 May after steaming 36,000 miles.

The busy ship stood out of Boston 17 September for Deep Freeze 63, entering the pack ice 6 November and reaching the edge of the fast bay ice of McMurdo Sound a week later. The thickness of the ice necessitated repairs at Wellington, by 31 December 1962 *Glacier* was again churning through McMurdo Sound enroute to McMurdo Station. She continued operations off McMurdo Station through 1965. One of her many duties was to keep the channel open for supply ships. On 29 December 1965 *Atka* (AGB–3) and *Burton Island* (AGB–1) assisted her in pushing an iceberg out of the shipping lane. After further participation in her 11th Operation "Deep Freeze," *Glacier* returned to her home port, Boston, Mass., in the late spring of 1966. On 1 July 1966 *Glacier* was struck from the Navy List after transfer to the Coast Guard 30 June.

USS *Burton Island* (AGB–1), USS *Atka* (AGB–3), and USS *Glacier* (AGB–4) pushing an iceburg out of the channel in the "Silent Land" near McMurdo Station, Antarctica, 29 December 1965

Gladiator

A man who fought with deadly weapons, as in the amphitheater, for popular amusement. Hence, one who engages in any kind of spirited contest.

I

(Tug: t. 67; l. 76'1"; b. 19'4"; dr. 7'4".)

The first *Gladiator* was built in 1876 at St. Mary's, Ga.; chartered from the Wilmington Towing Co., Wilmington, N.C.; commissioned 19 April 1918; and assigned to the 5th Naval District. On 20 August 1918 tug *Emily B.* owned by the same company, was substituted for *Gladiator*, and on 20 December 1918 *Gladiator* decommissioned and was returned to her owners.

II

(AM–319: dp 890; l. 221'2"; b. 32'; dr. 10'; s. 18 k; a. 1 3")

The second *Gladiator*, originally BAM–6, was launched 7 May 1943 as AM–319 by the General Engineering & Drydock Co., Alameda, Calif.; sponsored by Mrs. Madeline A. Silva; and acquired and simultaneously commissioned 25 February 1944, Lt. Comdr. Robert W. Costello in command.

Gladiator sailed from San Francisco 1 May 1944 with a convoy for Pearl Harbor and subsequently made four round trip escort voyages from Hawaii—one to Kwajalein and three to Eniwetok—from 22 May–11 September 1944. Underway again 16 October, she reached Ulithi 12 November and commenced patrol and escort duty in those waters. Voyages to Eniwetok, Kossol Roads, and Saipan, were frequently made to shepherd merchantmen to and from those strategic ports until *Gladiator* sailed from Ulithi 19 March 1945 for combat at Okinawa.

Closing the beaches of Okinawa 24 March when Vice Admiral Lee's battle ships were bombarding the island, *Gladiator* began minesweeping operations and screening duties. On April 6 she came under attack from a Japanese bomber and shot it down with the help of four American fighters that were on the bomber's tail during its approach. Another plane was splashed 6 days later when *Gladiator's* automatic weapons brought it down close aboard on the starboard beam; debris rained about the ship. A third enemy plane was shot down 22 April, crashing into the sea after passing just fifty feet above the ship's deck; but one man was killed and five wounded by the plane's strafing. *Gladiator* continued minesweeping duties off Okinawa until sailing 19 May with a convoy for Saipan and Guam, subsequently returning to Okinawa 21 June. From 8–25 July 1945 she conducted minesweeping operations in the East China Sea, destroying six mines, and put in at Guam 11 August for major overhaul.

Gladiator departed Guam 24 November and reached San Francisco 15 December 1945. She steamed to San Pedro, Calif., 30 May 1946 and after being towed to San Diego 2 October 1946 decommissioned at that port 2 days later.

Recommissioned 29 February 1952 at Long Beach, Calif., *Gladiator* sailed 2 September for Japan, closing Sasebo 1 month later, and steaming to Wonsan, Korea, 27 October. She swept mines in those dangerous waters until returning to Sasebo 10 November and subsequently, until the spring of 1953, divided her time between minesweeping operations at Wonsan, Inchon, and Hungnam and replenishment and training exercises in Sasebo and Yokosuka.

Gladiator departed Sasebo 19 March 1953 and put in at Long Beach 10 April. She engaged in peacetime activities—overhaul at San Francisco, training exercises off southern California, a round trip cruise from Long Beach to Acapulco and Balboa (15 January–12 February 1954), and a cruise to Bellingham, Wash., and return (28 June–10 July 1954)—before decommissioning at Long Beach 15 March 1955. Redesignated MSF–319, *Gladiator* entered the reserve fleet berthed at Green Cove Springs, Fla. She was later transferred to the Pacific Reserve Fleet at San Diego, Calif., where she remains.

Gladiator received two battle stars for World War II service.

Gladiola

A flowering plant of a genus closely related to the iris.

(SP–184: t. 43; l. 68'8"; b. 14'5"; dr. 2'7"; s. 10 k.; a. 1 1-pdr, 1 mg.)

Gladiola, a yacht used as a motor patrol boat, was built in 1911 by the Hudson Yacht & Building Co. of Nyack, N.Y. She was acquired by the Navy from Coburn Haskell, 17 April 1917; and commissioned 1 May 1917, Ens. John S. Baker, USNRF, in command.

Gladiola was operational control of the 5th Naval District and served in the Norfolk-Hampton Roads, Va., area as a Naval Port Guard craft and as a customs boat. She decommissioned and was simultaneously returned to her owner 25 February 1919.

Gladiolus

A plant of the iris family.

(Sc Tug: t. 81; l. 88'; b. 18'6"; dph. 7'9"; a. 2 12-pdr. r. 1 24-pdr. how.)

Gladiolus, formerly tug *Sallie Bishop*, was purchased at Philadelphia 2 June 1864 by Commodore C. K. Stribling. She commissioned 15 June 1864, Acting Master J. C. Hamlin in command.

Gladiolus departed Philadelphia 17 June 1864 to join Rear Admiral Dahlgren's South Atlantic Blockading Squadron, and was assigned to Charleston station, arriving 25 June. For the next six months she was actively engaged in towing and coaling ships of the squadron, and served as a night picket boat protecting the powerful ironclads from torpedo and boarding attack. During this period she was also assisted in the capture of several blockade runners.

After the capture of Charleston in February 1865, *Gladiolus* worked in the harbor clearing obstructions and searching for torpedoes. She subsequently served as a dispatch boat for the squadron between Florida ports and Port Royal until she sailed for Washington from Charleston 17 August 1865. She decommissioned at Washington Navy Yard 30 August 1865, and was sold 15 September to S. M. and J. M. Flanagan. *Gladiolus* returned to merchant service under the same name and was lost in 1887.

Gladwin

A county in Michigan.

Gladwin (APA–106) was renamed *Hansford* (APA–106) (q.v.) on 25 August 1944.

Gladwyne

A city in Pennsylvania.

(PF–62: dp. 1,264; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k.; cpl. 214; a. 3 3"/50 cal. cl. *Tacoma*)

Gladwyne (PF–62), formerly *Worcester*, was launched 7 January 1944 by the Globe Shipbuilding Co., Superior, Wis.; sponsored by Mrs. Phyllis M. Bennett; and commissioned 21 November 1944, Lt. Comdr. R. G. Miller, USCG, in command.

After shakedown, *Gladwyne* sailed from Philadelphia 21 January 1945 for Casco Bay, Maine, arriving 2 days later. Following training exercises there, she made two round

trip transatlantic convoy escort voyages to Oran, Algeria, one each from New York and Norfolk, from 6 February–14 May 1945, returning to Boston each time. Refresher training at Casco Bay occupied June, and on 31 July *Gladwyne* sailed from Boston via Panama to reach Majuro 5 September. She served as plane guard there and at Kwajalein until putting in at Pearl Harbor 27 December 1945. Underway again 23 February 1946, *Gladwyne* patrolled on weather station until mooring at San Francisco 9 April. Decommissioned there 15 April 1946, she was stricken from the Navy List 8 October 1946 and sold to the Mexican Government 24 November 1947. She served Mexico as *Papaloapan* until disposed of in 1965.

Glance

A rapid oblique movement; an oblique or indirect hit or thrust.

(StTug: t. 81; l. 75′; b. 17′; dr. 8′; s. 8 k.)

Glance was built in 1863 as the merchant tug *Glide* by Reany, Archibald & Sons, Philadelphia, Pa.; purchased by Rear Admiral S. H. Stringham at Boston 2 June 1864, and placed under command of Acting Ensign H. Wheeler.

Glance arrived at Hampton Roads, Va., on 20 July 1864 for service as yard tug until 13 July 1865 when ordered to Philadelphia for identical duty. She continued yard tug duties at Philadelphia until sold on 27 September 1883 to Mr. W. H. Swift, Boston, Mass.

Glasgow

(SwStr: t. 252; dr. 6′9″; a. 1 12-pdr. how., 1 12-pdr. r.)

Glasgow was originally blockade runner *Eugenie*, captured off Mobile Bay 6 May 1863 by *R. R. Cuyler*. She was purchased from the Key West Prize Court and commissioned 9 July 1863, Acting Ensign N. M. Dyer in command.

Assigned to the West Gulf Blockading Squadron, *Eugenie* served as a dispatch and supply ship for the squadron between Mobile Bay and Pensacola, Fla. *Eugenie* sent an expedition to Mermentau Lake, La., 22 December 1863, for the capture of two British blockade runners. Schooner *Derby* was captured, but had to be burnt because of heavy enemy shore fire on the attacking party.

Eugenie was renamed *Glasgow* 21 January 1864, and after a week repairing at New Orleans in early February, was back on station with the blockading fleet off Mobile. Serving mainly as dispatch boat, *Glasgow* aided in the destruction of blockade runner *Ivanhoe* under the fire of Fort Morgan 30 May 1864, and fired at an unknown blockade runner under the guns of the fort 1 July. She was present off Fort Gaines 8 August when the fort surrendered to Union forces after Admiral Farragut's historic victory at Mobile Bay, and received the Admiral on board for a brief visit 26 November.

During 1865, *Glasgow* continued her regular duties, and in addition served occasionally, because of her speed and light draft, as flagship of the West Gulf Squadron. She struck an obstruction and sank in shoal water off Mobile 8 May 1865, and was not raised until 19 June. *Glasgow* was taken to Pensacola for repairs and returned to duty 1 July 1866. Chosen to be retained for the post-war cruising squadron in the Gulf, *Glasgow* served as storeship and visited New Orleans, Lakeport, La., and Mexican ports until she entered the Pensacola Navy Yard for repairs 23 January 1868. Departing Pensacola 10 March, she spent another five months cruising with the squadron on the lower Mississippi River and off Pensacola, returning there 6 August 1868. She decommissioned 17 October 1868 at Pensacola and was sold 4 June 1869 to Thomas McClellan.

Glass, Admiral, see *Admiral Glass*

Glaucus

A sea God in Greek mythology.

(ScStr: t. 1,244; l. 209′; b. 35′6″; dph. 20′8″; s. 10k.; a. 1 100-pdr. P. r., 2 30-pdr. r. 8 8″)

Glaucus, a screw steamer, was built in New York in 1863; purchased 17 July 1863 by Rear Admiral F. H. Gregory; and commissioned 18 February 1864, Comdr. C. H. B. Caldwell in command.

Glaucus was assigned to the North Atlantic Blockading Squadron, but before assuming her duties she was chosen to transport Senor Manuel Murillo, newly elected President of Columbia, to Cartagena. She departed 5 March from New York and arrived Cartagena 16 March. Returning to Beaufort, N.C., 3 May 1864, *Glaucus* took up blockading station off Cape Fear River. On 28 May, while pursuing a blockade runner off the Western Bar, *Glaucus* caught fire and was nearly destroyed. The crew managed to control the flames, however; and she proceeded to Philadelphia for repairs, arriving 9 June 1864 and decommissioning 11 June. Repaired and recommissioned 22 August 1864, she broke down on her way to New York, and had to again undergo extensive repairs. Sailing to join the West India Convey Fleet, she grounded near Molasses Reef in the Bahamas, and had to be towed 30 May 1865. She was decommissioned 6 June sold 12 June 1865 to John Henderson. Renamed *Worchester*, she had an active merchant career before being scrapped at Boston in 1894.

Gleaves

Albert Gleaves, born 1 January 1858 in Nashville, Tenn., graduated from the Naval Academy in 1877. After serving on board *Hartford* and *Trenton*, he was appointed an Ensign in 1881. Assigned to many ships and station, he commanded *Cushing* during the Spanish-American War and later *North Dakota*. Promoted to Rear Admiral in 1915, in World War I he commanded the Cruiser and Transport Force. For his outstanding contribution he was awarded the Army and Navy Distinguished Service Medals.

In 1919 he was promoted to Admiral. While serving at the Naval Ordnance Proving Ground, Admiral Gleaves made outstanding contributions in the field of gunnery and torpedoes. While carrying out some tests on torpedo steering devices he changed these weapons from instruments of luck into instruments of precision. The gear which he tested in *Cushing* provided the imprints which made the torpedo the "terrible weapon" of World War I. In spite of a life of constant action in war and peace, he found time to write a biography on Captain Lawrence; the "History of the Cruiser and Transport Force." and the "Life of an American Sailor, William Hensley Emory, Rear Admiral, USN." After a most distinguished career, he retired in 1921. Admiral Gleaves died 6 January 1937 at Haverford, Pa.

(DD–423: dp. 1,630; l. 348′4″; b. 36′1″; dr. 13′6″; s. 37 k.; cpl. 276; a. 4 5″; cl. *Gleaves*)

Gleaves was launched by the Bath Iron Works, Bath, Maine, 9 December 1939; sponsored jointly by Miss Evelina Gleaves Van Metre and Miss Clotilda Florence Cohe, granddaughters of Admiral Gleaves; and commissioned 14 June 1940, at Boston Navy Yard, Lt. Comdr. E. H. Pierce in command.

Departing for shakedown training soon after commissioning, *Gleaves* operated off the Atlantic coast and in Caribbean waters until returning to Boston 19 March 1941 to prepare for convoy duty. She departed Newport on her first voyage 23 June 1941, and saw her convoy arrive safely at Iceland. After patrolling in Icelandic waters for a time, she returned to Boston 23 July.

Subsequently, *Gleaves* made four other convoy voyages to Iceland, Ireland, and North Africa protecting the vital flow of supplies to the European Theater. As the pace of German submarine attacks increased, she made more and

more attacks on U-boats, but recorded no confirmed kills. On 11 to 12 May 1942, despite the efforts of *Gleaves* and the other escort vessels, seven ships of the convoy were lost in two separate attacks by a large wolfpack.

After returning to Boston 31 March 1942, *Gleaves* departed 10 May for participation in the Allied landings in Sicily. After engaging in support and convoy operations in the battle zone, *Gleaves* and *Plunkett* accepted the surrender of the Italian garrison on the island of Utica 5 August 1943, and later landed occupation troops on the island. She also drove off a group of five enemy E-boats attempting to attack shipping in the harbor of Palermo, Sicily.

As Allied preparations for the invasion of Italy reached a climax, *Gleaves* bombarded the Italian mainland. In September 1943 she helped clear the way for the Alerno landing forces. Following the assault, *Gleaves* convoyed shipping in the Mediterranean area in support of the drive north from Salerno.

When German air and land forces combined in a determined attempt to stop the landings at Anzio in January 1944, *Gleaves* was again on hand to lend decisive gunfire support and antiaircraft cover. In May of that year she attempted to search out and destroy German submarine *U-616* but other ships of the group sank the U-boat. Survivors from the sunken U-boat were picked up by *Gleaves* 17 May.

Gleaves next took part in the invasion of southern France in August 1944. She escorted the Rangers in their initial landings; bombarded shore installations in support of the main assault; and screened heavier units of the fleet off shore.

Sent to San Remo on patrol and support duty, *Gleaves* helped in the bombardment of shore installations there 1 October firing on shipping in the harbor of Oneglio, Italy, with hits on two cargo ships. On the night of 1 to 2 October, *Gleaves* was attacked and succeeded in destroying one of three small explosives-laden German motor boats moving down the coast to San Remo. The other two were temporarily driven off. Returning to her station off San Remo, *Gleaves* was attacked two more times before she, by violent maneuvering, depth charges, and well-placed gunfire, left five boats sunk in her wake. The following morning she returned to the area to find a sixth boat disabled; and captured it with two operators on board, who provided the Allies much valuable information.

In December 1944, *Gleaves* was assigned as fire support ship near Allied positions on the Franco-Italian frontier, and ably performed this duty until sailing for the United States in February 1945. After a period of outfitting at New York and training activities in the Caribbean, she departed 30 June 1945 from Guantanamo Bay, Cuba, for the Pacific, arriving at Pearl Harbor 4 August. After the war's end, *Gleaves* proceeded westward to Saipan and Nagasaki, Japan, with the occupation forces. She distinguished herself for outstanding rescue and salvage work during the powerful typhoon which swept

USS *Gleaves* (DD–423) leaves the building ways 9 December 1939.

through the Philippine Sea during September and October.

While repairing her machinery at Adak, Alaska, 23 November, *Gleaves* received word that steamer *Adabelle Lykes* in the Pacific was suffering from a smallpox epidemic. The veteran "can do" destroyer put to sea at top speed from Adak on 25 November with the vital vaccine. She met the stricken steamer next day and transferred the life-saving supplies.

Her duty in the North Pacific terminated, *Gleaves* transported 300 veterans from the Aleutians to Seattle, Wash., on "Magic-Carpet" duty, arriving 10 December 1945. She then moved to San Francisco and on 2 January 1946 departed for Charleston, S.C. At Charleston, where she arrived 18 January 1946, *Gleaves* decommissioned 8 May 1946, and was placed in reserve at Philadelphia, Pa. She was later moved to the Reserve Fleet at Orange, Tex., where she remains in 1967.

Gleaves received five battle stars for World War II service.

Glen White

A merchant name retained.

(AK; dp. 12,163; l. 395'; b. 55'; dr. 27'; s. 12 k.; cpl. 73; a. 1 5", 1 6-pdr.)

Glen White was built as *Tidewater* by the New York Shipbuilding Co., Camden, N.J., for the American-Italian Steam Ship Co., New York; launched 20 April 1918; renamed *Glen White;* acquired from the United States Shipping Board at Philadelphia on 22 July 1918; commissioned the same day, Lt. Comdr. Eugene Lane, USNRF, in command.

Glen White was assigned to NOTS and departed Philadelphia on 25 July 1918 to load 6,149 tons of general Army cargo at New York, then proceeding to Hampton Roads on 5 August to join a convoy that reached St. Nazaire, France, on the 26th. She returned to New York on 29 September. After two similar voyage carrying a total of 12,458 tons of Army cargo to Brest and St. Nazaire, France, she decommissioned at Baltimore 6 March 1919 and returned to USSB.

Glendale

A city in California.

(PF–36: dp. 1,264; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k.; cpl. 190; a. 3 3"; cl. *Tacoma*)

Glendale (PF–36) was launched 28 May 1943, by Consolidated Steel Corp., Los Angeles, Calif.; sponsored by Miss Shirley Schlichtman; and commissioned 1 October 1943, Lt. Comdr. Harold J. Doebler, USCG, in command.

Following shakedown off Southern California, *Glendale* sailed from San Diego 12 January 1944 and reached Cairns, Australia, 17 February. Until the fall of 1944, she served as an antisubmarine and antiaircraft escort ship based in New Guinea protecting arriving and departing merchantmen.

In September the frigate took part in the assault on Morotai Island, N.W.I., sailing from Humboldt Bay, N.G., 14 September to escort merchant ships to the island. She returned to Humboldt Bay 24 September to continue escort assignments between New Guinea and the Philippines.

On 5 December 1944, *Glendale* was escorting a convoy from Hollandia to Leyte when attacking Japanese planes sank SS *Antoine Saugrain*, a cargo ship laden with valuable radar material, and severely damaged SS *Marcus Daly*. She brought the rest of the convoy safely into Leyte the next day.

Glendale departed Leyte 8 December bound for the Atlantic and moored at Boston 24 January 1945. After overhaul, she got underway from Casco Bay, Maine, 28 March for Seattle, arriving 26 April, before she sailed for Cold Bay, Alaska. Decommissioning there 12 June 1945, she was simultaneously transferred to the Soviet Navy. Renamed *EK–42* she then served as a patrol vessel in the Far East.

Glendale was returned to the United States by the Soviet Union 16 November 1949 at Yokosuka, Japan, and recommissioned 11 October 1950. In December, 1950, the ship patrolled off Hungnam, Pusan, and Inchon, Korea, in support of United Nations forces fighting aggression ashore. For her actions in Korean waters, *Glendale* was awarded the Korean Presidential Unit Citation. On 29 October 1951, she was decommissioned again and transferred to the Government of Thailand to serve as *Tachin* (PF–1) *Glendale* was struck from the Navy List 20 November 1951.

Glendale was awarded five battle stars for World War II service and four battle stars for Korean service.

Glendoveer

A former name retained.

(SP–292: t. 33; l. 74'; b. 12'; dr. 4'6"; s. 12 k.; a. 2 3-pdr.)

Glendoveer (SP–292) was built in 1907 by Jahncke Navigation Co., New Orleans, and was purchased by the Navy from her former owner, Ernest L. Jahncke, 3 May 1917. *Glendoveer* commissioned 9 May 1917 at New Orleans, Boatswain Jacob Hansen, USNRF, in command.

Assigned to the 8th Naval District as a patrol craft, *Glendoveer* served in Pensacola Harbor, New Orleans, and Biloxi, Miss. as section patrol boat and inspection boat for merchant craft. Her duties included occasional use as a mail boat and even rescue missions. She responded to a distress call from a seaplane lost in the fog off Pensacola 14 February 1918 and succeeded in towing it into the safety of the harbor.

Glendoveer continued her patrolling duties until she decommissioned 8 February 1919 at New Orleans. She was struck from the Navy List 17 June 1919 and sold to Charles DeLerno 2 September 1919.

Glennon

James Henry Glennon, born 11 February 1857 at French Gulch, Calif., was appointed a cadet midshipman on 24 September 1874. He served as a midshipman in *Lackawanna*, *Alaska* and *Pensacola*, and later as an officer in *Ranger* (1881–85) and *Constellation* (1885–88). He commanded a forward gun turret in *Massachusetts* when that battleship on 4 July 1898 joined *Texas* in sinking the *Reina Mercedes*. While executive officer and navigator in *Vicksburg*, he participated in the actions against the Philippine Insurgents. During 1912 to 1913 he was President of the Board of Naval Ordnance and of the Joint Army-Navy Board on Smokeless Powder.

He served as Commandant of the Washington Navy Yard and Superintendent of the Naval Gun Factory from 1915 to early 1917 when he was appointed the Navy Department representative in a special mission under Elihu Root sent to Russia. At the risk of his life, he persuaded mutinous Russian sailors who had taken over command of Russian ships-of-war in waters of Sevastapol, to restore authority to the officers of the men-of-war. After completing the mission to Russia, he took command of Battleship Division 5 with his flag in battleship *Connecticut*. He was awarded the Navy Cross for meritorious service in this command, including the instruction of midshipmen and thousands of recruits for duty as armed guard crews of merchant ships. Detached from this duty on 17 September 1918, he became Commandant of the 13th Naval District until 3 January 1919, then was Commandant of the 3d Naval District at New York. Having reached the statutory age for retirement, he was transferred to the Retired List on 1 February 1921. Rear Admiral James Henry Glennon died at Washington, D.C., 29 May 1940.

I

(DD–620: dp. 1,620; l. 348'4"; b. 36'1"; dr. 17'4"; s. 37.5 k.; cpl. 270; a. 4 5", 2 40mm., 5 20mm., 5 21" tt., 6 dcp., 2 dct.; cl. *Gleaves*)

The first *Glennon* (DD–620) was launched 26 August 1942 by the Federal Shipbuilding & Dry Dock Co., Kearny, N.J.; sponsored by Miss Jeanne Lejeune Glennon, granddaughter; and commissioned 8 October 1942, Lt. Comdr. Floyd C. Camp in command.

After shakedown training along the New England coast, *Glennon* guarded troops and supply convoys for the occupation of Sicily (9–15 July 1943). It was here that the giant assault on Europe began sweeping in from the sea. She returned to New York on 3 December 1943, then made two round-trip convoy escort voyages to the British Isles and one to Gibraltar. She arrived in New York from Gibraltar on 22 April 1944 and stood out of that port 5 May with a task group which arrived Belfast, Ireland, on the 14th. Assigned to Assault Force "U" of the Western Naval Task Force, she arrived in the Baie de la Seine, France, on 6 June. After patrolling around the bombardment group for submarines and fast German torpedo boats, she joined in gunfire support of troops ashore.

On 7 June she hurled in 430 5-inch shells ashore in support of troops advancing north toward Quineville. Under command of Comdr. Clifford A. Johnson, she was again approaching her gunfire support station at 0830, 8 June, when her stern struck a mine. A whaleboat picked up survivors while minesweepers *Staff* and *Threat* arrived on the scene, one passing a towline while the other swept ahead of the damaged destroyer. Destroyer escort *Rich* closed in the wake of the minesweepers to assist, then felt a heavy explosion as she slowly rounded *Glennon*'s stern to clear the area. Minutes later a second explosion blew off a 50-foot section of *Rich*'s stern, followed by a third mine explosion under her forecastle. She went under within 15 minutes of the first explosion.

Minesweeper *Staff* found she could not budge *Glennon* whose fantail seemed to be firmly anchored to the bottom by her starboard propellor. Most of her crew boarded *Staff* and those remaining on *Glennon* lightened her stern by pumping fuel forward and jettisoning depth charges and topside gear. On 9 June salvage equipment was assembled; and some 60 officers and men of the *Glennon* came back on board. The following morning, just as Comdr. Johnson was preparing to resume efforts to save his ship, a German battery near Quinneville found her range. A second salvo hit *Glennon* amidships and cut off all power. After a third hit, Commander Johnson ordered abandon ship and the men were taken off in a landing craft. *Glennon* floated until 2145, 10 June 1944; then rolled over and sank. She suffered 25 lost and 38 wounded.

Glennon was awarded two battle stars for services in World War II.

II

(DD–840: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 35 k.; cpl. 367; a. 6 5"; cl. *Gearing*.)

The second *Glennon* (DD–840) was launched 14 July 1945 by the Bath Iron Works, Bath, Maine; sponsored by Miss Frances Reading Glennon, granddaughter; and commissioned 4 October 1945, Comdr. George W. Pressey in command.

After shakedown off Cuba, *Glennon* sailed from Boston 12 February 1946 for Europe and visited many of the nations washed by the North Sea before returning to New York in August of the same year. Undergoing upkeep at Boston and overhaul at Newport, *Glennon* conducted refresher training out of Guantanamo Bay during April and May 1947. For the next 12 months she engaged in a rigorous schedule of tactics along the New England coast and down the eastern seaboard to ports of Florida. In February and March 1948 she took part in combat fleet exercises and maneuvers in waters ranging from Cuba to Trinidad and the Panama Canal.

Sailing from Norfolk in June 1948, *Glennon* served with the Midshipman Practice Squadron and made calls at Portugal, Italy, and French Morocco. She joined the 6th Fleet in August 1948 for Mediterranean duty, returning stateside in January 1949 for overhaul at Boston. In the winter of 1949–50 she was part of Operation "Frostbite," a cold weather exercise near the Davis Strait, subsequently to sail from Newport 4 January 1950 for another "Med" cruise.

Upon return to the United States, she made a series of reserve training cruises along the eastern seaboard and engaged in type training along the New England coast and into the Caribbean Sea. Underway from Newport 8 January 1951, she embarked on another "Med" cruise, returning to Boston in May for overhaul followed by refresher training out of Cuba.

Glennon spent January and February 1952 with a carrier task force conducting cold weather training in waters ranging northward to the Davis Straits. From April to October she was flagship of Destroyer Squadron 8, and stood out in June for the Mediterranean, returning to Annapolis in September 1952. For more than a decade the destroyer continued her already established peacetime operation pattern. Highlights of this exacting duty included participation as a recovery station ship in the 1961 and 1962 Project Mercury flights, and in the search for the lost nuclear powered submarine *Thresher*. In August 1961 *Glennon* was called away suddenly to join the task force for the Project Mercury space shot carrying Major Grissom. In early 1962 she was again chosen to man an Atlantic recovery station for the historic three orbit flight of Maj. John Glenn. An extensive overhaul at Boston terminated 24 July 1963, and through the remainder of that year *Glennon* trained in the Caribbean, acted as school ship for the Antisubmarine Warfare School at Key West, Fla., and put in at Boston in November for refitting. The years 1964 and 1965 found *Glennon* continuing her ASW work. In September 1964 she was chosen to carry guests to the America's Cup Races. Later in May 1965 she conducted exercises called "Mule 65" in which U.S. Army cadets from West Point were given shipboard indoctrination. Through 1967 *Glennon* continued to operate with the U.S. Atlantic Fleet.

Glenolden

A borough in southeastern Pennsylvania.

(PC–782: dp. 280; l. 173'8"; b. 23'; dr. 10'10"; s. 22 k.; cpl. 65; a. 1 3", 1 40mm., 5 20mm., 2 rkt., 2 dcp., 2 dct.; cl. *PC–461*)

PC–782 was laid down 26 November 1942 by Commercial Iron Works, Portland, Oreg.; launched 31 December 1942; sponsored by Mrs. G. B. Wallace; and commissioned 19 July 1943, Lt. (j.g.) M. W. Thomas in command.

After shakedown, *PC–782* conducted 3 months of patrol and escort duty while assigned to the Northern Sector, Western Sea Frontier, for ASW training. Sailing 4 December for duty in the Aleutian Islands, she steamed via Dutch Harbor, Alaska, to Attu Island. During the next 10 months she served on local patrol and escort duty throughout the Aleutian chain.

Departing Attu 25 October 1944, *PC–782* returned to the West Coast 11 November for overhaul at Puget Sound Navy Yard, Bremerton, Wash. Between 6 and 10 March 1945 she sailed to San Francisco, and on 15 March she departed for Pearl Harbor as escort for *LST–845*. Arriving 24 March, she was assigned to the Hawaiian Sea Frontier and during the next 5 months operated as a patrol and escort ship.

PC–782 departed Pearl Harbor 12 September and arrived San Pedro the 21st. She sailed for the East Coast 5 October; transited the Panama Canal the 16th; and arrived Key West several days later. Following inactivation overhaul, she sailed 17 November for Green Cove Springs, Fla., arriving 20 November. After serving as Naval Reserve Training ship, *PC–782* decommissioned in October

1949 and joined the Atlantic Reserve Fleet. While berthed in Norfolk, Va., she was named *Glenolden* 15 February 1956. Her name was struck from the Naval Register 1 April 1959, and she was sold 14 September 1959 to Hughes Bros., Inc.

Glenora, see *Regulus* (AK–14)

Glenville

A former name retained.

(Tug: t. 268; l. 120'6"; b. 27'; dph. 8'; s. 10 k.)

Glenville, a wooden ferry tug, was built in 1886 by Lawrence and Lolks of Brooklyn, N.Y., and was chartered by the Navy from Portchester Transportation Co., Portchester, N.Y. She was delivered at New York 10 April 1918.

Glenville performed general harbor duties in New York harbor and was used as a ferry between New York Navy Yard and Ellis Island until she was returned to her owners 11 September 1919.

Glenwood

Cities in Mills County, southwest Iowa, and in Pope County, west-central Minnesota.

(PC–1140: dp. 280; l. 173'8"; b. 23'; dr. 10'10"; s. 22 k.; cpl. 65; a. 1 3", 1 40mm., 3 20mm., 2 rkt., 4 dcp., 2 dct.; cl. *PC–553*)

PC–1140 was laid down by Defoe Shipbuilding Corp., Bay City, Mich., 8 February 1943; launched 14 June; and commissioned 22 January 1944, Lt. F. H. Beardsley, Jr., in command.

After shakedown at Miami, *PC–1140* escorted convoy runs in the Gulf of Mexico and the Caribbean until early June. Following an overhaul at Norfolk she sailed 4 July for the Mediterranean, arriving Bizerte on the 23d. Assigned to patrol duties, she operated along the coast of Italy until 14 August when she departed Ajaccio, Corsica, to escort a convoy en route to the invasion of Southern France. *PC–1140* patrolled in the assault area on the 15th, with subsequent runs convoying rear echelon and service troops to the newly opened front. The submarine-chaser returned to Naples 17 August.

For the rest of the war she operated on patrol and escort duty off the Italian and French coasts. After VE–Day, *PC–1140* sailed for the United States, arriving Key West 14 June. She was scheduled for Pacific operations; however, the war came to a victorious conclusion before deployment to the Far East. Following training exercises off Florida, the submarine chaser arrived Norfolk 6 November. *PC–1140* decommissioned in January 1947 and entered the Atlantic Reserve Fleet. While berthed at Green Cove Springs, Fla., she was named *Glenwood* (PC–1140) 15 February 1956. Her name was struck from the Navy List 1 July 1960, and she was disposed of by Navy sale in March 1961.

PC–1140 received one battle star for World War II service.

Glide

To flow smoothly and easily.

I

(StwStr: t. 137; a. 6 24-pdr. how.)

The first *Glide* was a sternwheel tinclad originally built in Shousetown, Pa., in 1862 and purchased by Read Admiral D. D. Porter at Pittsburgh, Pa., 17 November 1862. She was taken to Cairo, Ill., for fitting out and commissioned 3 December 1862, Acting Lt. Selim E. Woodworth in command.

After fitting out, *Glide* departed 3 January 1863 for the lower Mississippi as part of the Mississippi Squadron. She participated in the fierce engagement at Fort Hindman, or Arkansas Post, 11 January as part of the division of light draft gunboats under the overall command of Lt. Comdr. Watson Smith. As army forces launched the assault, *Glide* and the other gunboats helped to silence the powerful batteries. She passed the fort under heavy fire and proceeded upstream to cut off possible escape routes for the garrison.

After aiding in the important victory at Fort Hindman, helping to open the White River, *Glide* served briefly there as a gunboat and supply ship until she was sent to Cairo for repairs in early February 1863. While she was repairing there, on 7 February an unexplained fire broke out forward and within a few minutes the tinclad was entirely destroyed.

II

(SwStr: t. 232; a. 2 32-pdrs.; 4 24-pdr. how.)

The second *Glide* was a wooden sidewheeler built at Murraysville, Va., in 1863 and purchased 30 November 1863 at Pittsburgh, Pa., by Rear Admiral Porter. She was converted to Navy use and sent to New Orleans for duty with the Western Gulf Blockading Squadron, Acting Ens. L. S. Fickett in command.

From March 1864 to August 1865, *Glide* served as a blockading ship in Berwick Bay, La. During this period she made numerous short expeditions in the bayous surrounding the bay, suppressing guerrilla activity and capturing small blockade runners. *Glide* decommissioned 1 August 1865 and was sold at public auction at New Orleans 12 August to J. W. Young. Returning to merchant service, *Glide* was destroyed by an explosion on 1 January 1869 near New Orleans.

Glide, see *Glance*

Globe No. 15, see *YSR–15*

Gloria Dalton

A former name retained.

(IX–70: dp. 86; l. 87'; b. 21')

Gloria Dalton (IX–70) was built in 1925 by Craig Shipbuilding Co., Long Beach, Calif., and was purchased by the Navy 11 May 1942. She commissioned 30 May 1942 Lt. (j.g.) W. H. Sutherland in command.

Gloria Dalton performed coastal patrol duties with home port San Diego, Calif., under Commandant, 11th Naval District until 16 November 1942, then under Commander, Western Sea Frontier. She was laid up and decommissioned because of a need for too extensive repairs 1 October 1943, struck from the Navy List 28 June 1944, and was transferred to the WSA for disposal. She was eventually returned to her owner.

Gloucester

A city and port of Essex County, Mass., and a fishing station since 1624.

I

(Gbt: dp. 786; l. 240'8"; b. 27'2"; dr. 12'; s. 17 k.; a. 4 6–pdrs.)

The first *Gloucester,* formerly J. Pierpont Morgan's yacht *Corsair,* was built in 1891 by Neafie & Levy, Philadelphia, Pa.; acquired 23 April 1898; and commissioned 16 May 1898, Lt. Comdr. Richard Wainwright in command.

Under her far-seeing and brilliant commanding officer, *Gloucester* made a name for daring starting with her first service in Cuban waters in 1898 with the North Atlantic Fleet, Blockading Station. She participated in

the Battle of Santiago 3 July 1898 against Cervera's fleet—a remarkable victory with no casualties attributed to "The accuracy and rapidity of her fire, making the proper service of the guns on the Spanish ships impossible." On 25 July 1898, she entered the harbor before the fleet at Guanica, Puerto Rico, and, single-handed, captured the place for the Army. The skillful handling and gallant fighting of *Gloucester* excited the admiration of all who witnessed the action, and merited the commendation of the Navy Department. As the Army was anxious to transfer the place of disembarkation to the harbor of Ponce, the Fleet was directed to proceed to Ponce to reconnoiter; capture all lighters found there; and occupy such positions necessary for holding the port until the arrival of the Army. On 1 August 1898, with assistance of *Wasp*, *Gloucester* took possession of Arroyo, and hoisting the U.S. flag, Lt. Comdr. Wainwright held it until arrival of the Army, a day later.

Subsequently *Gloucester* cruised along the Eastern seaboard from New York to Provincetown in the fall of 1898, and from 1899 to 1902 served as schoolship at Annapolis. Recommissioned at Norfolk 15 November 1902, she served as tender to the Commander in Chief, South Atlantic Squadron, and cruised to ports in the West Indies and along the east coast of South America. Decommissioned 8 February 1905 at Pensacola, Fla., the ship was on duty with the Massachusetts and New York Naval Militias at New York City until recommissioned 7 April 1917 at Brooklyn.

Gloucester conducted harbor patrols at New York until her name was struck from the Navy List 12 August 1919, and she was sold 21 November 1919.

II

(PF–22: dp. 1430; l. 304′; b. 37′6″; dr. 15′; s. 20 k.; cpl. 190; a. 3 3″, 4 40mm., 9 20mm., 8 dcp., 1 dcp. (h. h.); cl. *Tacoma*)

The second *Gloucester* (PF–22) a frigate, was launched 12 July 1943 by the Walter Butler Shipbuilding Co., Superior, Wis., under a Maritime Commission contract; sponsored by Mrs. Emily K. Ross; acquired and simultaneously commissioned 10 December 1943.

Following shakedown, Gloucester was employed in training frigate crews at Galveston, Texas. On 16 June 1944 she was attached to Escort Division 38 and was later ordered to the Alaskan Sea Frontier for transfer to Russia under lend-lease legislation. Leased to Russia 4 September 1945 and renamed *EK–26*, she served as a patrol vessel in the Far East. *Gloucester* was returned to the United States at Yokosuka, Japan, 31 October 1949 and recommissioned 11 October 1950.

She sailed from Yukosuka 27 November 1950 for Korea and conducted patrol and antisubmarine warfare duties at Wonsan, Pusan, Inchon, and Kusan until returning to Yokosuka 21 January 1951. *Gloucester* subsequently engaged in patrol and escort duties at Wonsan and saw combat 18 June 1951 when with other ships she blasted gun emplacements at Wonsan. She continued her duties in Korean waters through the fall of 1951. On 11 November 1951 while cruising off Kojo in a duel with shore batteries, *Gloucester* took a direct hit that killed 1 man and wounded 11. Following repairs at Japan, she returned to Korean waters to continue effective support of U.N. forces ashore. Arriving at Yokosuka 5 September 1952, she decommissioned there 15 September 1952. *Gloucester* was loaned to Japan 1 October 1953, struck from the Navy List 1 December 1961, and transferred to Japan in March 1962 where she serves as *Tsuge* (PF–292).

Gloucester, see *YP–442*

Glover

John Glover, born 5 November 1732 at Salem, Mass., became a wealthy merchant and shipowner in Marblehead, Mass., prior to the outbreak of the Revolutionary War. A leading member of the Marblehead committee of correspondence, in 1775 he formed a local militia to defend the area. Made up of sailing men, his unit also trained as infantrymen and later became known as the "amphibious regiment." Soon after taking formal command of the Continental Army 3 July, General George Washington placed Glover in command of equipping and manning armed merchant ships for the defense of the colonies, thus forming our first deep water force, "George Washington's Navy." Following the British evacuation of Boston 17 March 1776, he was ordered to New York where his regiment transported troops during their evacuation from Long Island. In December they transported Washington's troops across the Delaware River, and, during the successful attack on Trenton 26 December, his regiment led the advance. Promoted to Brigadier General in February 1777, he participated in the campaign against Burgoyne's forces. After the British surrender 17 October, he returned prisoners to Boston for shipment back to England. While stationed at West Point in 1780, General Glover served on the court that convicted Major John Andre 29 September of spying. Early in 1782 he was dispatched to Massachusetts to take charge of mustering recruits, but failing health forced him to retire from active duty. He remained in Massachusetts after the war and during January and February 1788 served as a member of the Massachusetts convention which ratified the Federal Constitution. He died at Marblehead 30 January 1797.

(AGDE–1: dp. 3,426; l. 414′6″; b. 44′1″; dr. 24′2″; s. 27.5 k.; cpl. 239; a. 1 5″, 4 21″ tt., 2 Tar. mis.; cl. *Glover*)

Glover (AGDE–1) was laid down 29 July 1963 by Bath Iron Works, Bath, Maine; launched 17 April 1965; sponsored by Mrs. William S. Pederson, Sr., and Mrs. Claude V. Signor, great-great-great-granddaughters of General Glover; and commissioned at Boston 13 November 1965, Comdr. William W. Wilson in command.

Fitted out with advanced sonar and antisubmarine weapons, *Glover* is designed to serve as an experimental research escort for developing and testing the latest antisubmarine weapons systems. As a research ship, she will test equipment designed to more readily detect and track enemy submarines, and she will evaluate tactics and procedures which may be used on future classes of escorts. Capable of participating in offensive operations against submarines, she will provide valuable support for hunter-killer groups, amphibious forces, and ocean convoys.

Glover joined the U.S. Atlantic Fleet in 1966 as a unit of Cruiser-Destroyer Forces and operated along the Atlantic Coast and in the Caribbean. September she entered Boston Naval Shipyard for modifications.

Glynn

A county of Georgia.

(APA–239: dp. 6,720; l. 455′; b. 62′; dr. 24′; s. 17.7 k.; cpl 536; a. 1 5″; cl. *Haskell*)

Glynn (APA 239) was launched 25 August 1945 under a Maritime Commission contract by the Oregon Shipbuilding Corp., Portland, Oreg.; sponsored by Mrs. Homer D. Angell; and acquired and simultaneously commissioned 17 October 1945, Comdr. Ben Koerner, USNR, command.

Glynn sailed from San Diego 21 December 1945 on a "Magic-Carpet" voyage to the Philippines and reached Samar 8 January 1946. After touching Guam and Saipan, she returned to San Pedro, P.I., and sailed thence for battle-scarred Okinawa, arriving 14 April. Underway the next day for the United States, *Glynn* rode into San Diego Harbor again 30 April at voyage's end.

Two more round trip voyages, both out of San Francisco, brought the busy ship to Kwajalein, Bikini, the Philippines, and Okinawa from 21 May to 28 June 1946, and to Pearl Harbor, returning to the Golden Gate 26 July 1946.

Decommissioned 12 December 1946, *Glynn* remained in

Under her brilliant Captain Richard Wainwright, USS *Gloucester* gained world fame in the Spanish-American War.

reserve until recommissioned 3 March 1951 at San Francisco. Training exercises off southern California occupied her until she steamed for the Atlantic, reaching Norfolk 25 July 1951. Subsequently she conducted peacetime training exercises in the Caribbean and Atlantic, exacting duty which included voyages to Greenland, Nova Scotia, Caribbean islands, and operations along the whole length of the Eastern seaboard. In addition, she conducted training cruises for Midshipmen.

Glynn put in at Charleston, S.C., 8 June 1955 following inactivation overhaul at New York. Decommissioned there 9 September 1955, she remained in reserve until stricken from the Navy List 1 July 1960, and returned to the Maritime Administration. She was placed in the National Defense Reserve Fleet and is at present berthed in the James River.

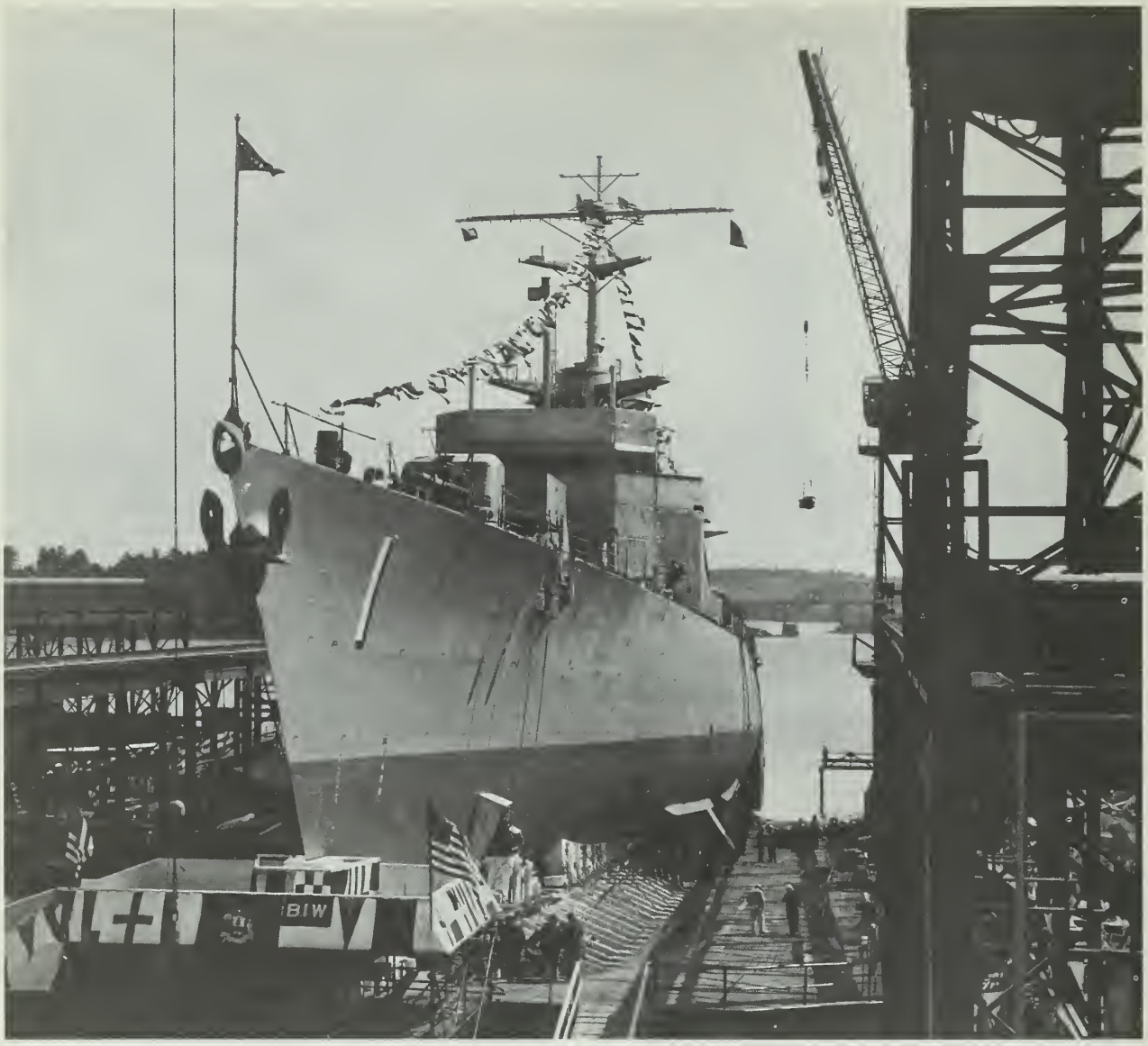
Gnat

A gnat is any of various small dipterous insects or flies, with biting mandibles; term chiefly applied in America to smaller forms, as buffalo gnats, black flies (genus *Simulium*) or fungus gnats.

Gnat was one of five ship's boats equipped with sails and double banked oars for duty with Captain David Porter's West India Squadron which was fitted out under an act of Congress approved 20 December 1822 to cruise "in the West Indies and Gulf of Mexico for the suppression of piracy." When fully organized the squadron comprised *Sea Gull*, eight small schooners, *Gnat*, and five other barges. The squadron was assisted by ships already on the West India Station including *John Adams*, *Peacock*, *Hornet*, *Spark*, *Grampus*, and *Shark*.

On 14 February 1823, ships of the squadron sailed from Hampton Roads to fight it out with buccaneers and rout them in hand-to-hand combat amidst the shallows and mangrove swamps of the Caribbean. *Gnat* and the other barges were loaded on two chartered schooners and proceeded directly to Porter's base established at Thompson's Island (later named Key West), Fla. From there, the small squadron was used convoying American merchantmen in the Gulf of Mexico, chasing the pirates who dared to venture out, and mounting boat and barge expeditions which scoured the coasts of all the islands to the north of Puerto Rico, including Santo Domingo and Cuba. Every bay and inlet and key of all this region was carefully searched. On 8 April 1823 the pirate schooner *Pilot* was run ashore near Havana; two pirates were killed and one captured. In July the expedition encountered the pirate schooner *Catilina* near Sigaumpa Bay, Cuba. After a running sea fight, pirates jumped overboard while others put off in a launch for shore. *Catilina*'s commander, the notorious pirate Diabolete, was killed in the action. Those pirates not drowned or killed in the sea fight were rounded up ashore and taken prisoners. On 25 March 1825 a pirate's lair was destroyed east of Matanzas, Cuba. Two pirate schooners were captured, at least 8 pirates were killed and 19 were taken prisoner.

Commodore David Porter was succeeded in command by Commodore Lewis Warrington in flagship *Constellation*. Warrington continued the same system that had been established by Porter, constantly watching the coasts and protecting merchantmen until the freedom of the seas had been assured. In his message of December 1826, the President was able to report to Congress, that piracy had been totally suppressed. From Florida to Cape Horn and even into the Pacific, the Navy had put a stop to outrages by resolute show of force.



USS *Glover* (AGDE–1) awaiting launch at Bath, Maine, 17 April 1965

The fate of *Gnat* is unknown. By the close of 1826, it had been reported that one of the five barges had been lost at sea. Some had fallen victim to decay, and the remainder cruised on the Florida Station for the remainder of their careers.

Go Deo, see *YP–165*

Godchaux, Leon, see *Wildcat* (AW–2)

Goethals, G. W., see *General G. W. Goethals* (AP–182)

Goff

Nathan Goff of West Virginia was appointed Secretary of the Navy by President Rutherford B. Hayes in 1880 to fill out the unexpired term of Richard W. Thompson. He was elected to the United States Senate from West Virginia in 1884 and reelected in 1886. The former Secretary of the Navy and Senator died on 23 April 1920.

(DD–247: dp. 1215; l. 314′4″; b. 30′11″; dr. 9′4″; cpl. 122; a. 4 4″; cl. *Clemson*)

Goff, built by the New York Shipbuilding Co., Camden, N.J., was launched 2 June 1920; sponsored by Mrs. Nathan Goff, widow of the former Secretary of the Navy; and commissioned at the Philadelphia Navy Yard on 19 January 1921, Lt. (j.g.) Rodman D. deKay in command.

For the first 2 years of her long service, *Goff* operated along the Atlantic coast, conducting battle practice and exercises in the yearly Caribbean fleet maneuvers as well as off the East Coast. In September 1922 the destroyer was detached from this duty and assigned to the Atlantic Fleet, European Waters. Departing Norfolk on 14 October 1922, she cruised primarily in the eastern Mediterranean, putting in at ports in Turkey, Bulgaria, Russia, Egypt, Palestine, Syria, Greece, and Roumania. It was a period of great unrest in the Balkans and eastern Mediterranean: Greece and Turkey were embroiled in another

bitter war, various powers were scrambling to consolidate their gains from World War I and grab pieces of the crumbling Ottoman empire, and Russia, although still wracked by the Revolution and its aftermath, was seeking further territory and an outlet to the Mediterranean. The presence of American men-of-war amidst this tension helped bring stability and assisted various relief agencies working to heal the wounds of past and present wars as well as protect American lives, interests, and property. Refugees from the Greek and Turkish conflict were frequently evacuated and cared for by the American fleet, and *Goff* participated in this humanitarian service, particularly at Marsina, where from 18 to 20 July 1923 she supervised evacuation of hundreds of Turkish refugees.

Returning to the United States on 11 August, *Goff* engaged in battle problems and tactical exercises off the East Coast and then on 3 January 1924 joined the Scouting Fleet for winter battle practice with the combined fleets in the Caribbean. *Goff* returned to Norfolk for further exercises and on 5 January 1925 sailed for Pearl Harbor, arriving 24 April for fleet battle exercises. She returned to New York 17 July. This established pattern of coastwise exercises and fleet maneuvers was broken in the fall of 1926 as *Goff* and the light cruiser *Milwaukee* engaged in rescue work on the Isle of Pines, Cuba, which had been devastated by the hurricane of 19–20 October. Flying in stores via *Milwaukee*'s planes and sending their own doctors and medical supplies ashore, the two American ships rendered invaluable aid to the stricken island and its predominantly American population.

After overhaul, *Goff* returned to the Caribbean in January 1927 with the Special Service Squadron. Civil war was raging in Nicaraugua, and ships of the American fleet cruised along the coast to protect American lives and property, and to evacuate American citizens if necessary. From Nicaraugua, *Goff* returned to her regular routine along the Atlantic coast, tactical exercises spiced by winter maneuvers in the Caribbean, a pattern which held true for several years.

Routine was interrupted by occasional special tasks, the most notable of which came in June 1927. *Goff* was part of the flotilla which steamed out from the East Coast to greet and escort cruiser *Memphis* and her special passenger, Charles "Lucky" Lindburgh, as the Lone Eagle returned from his transatlantic flight to a hero's welcome in New York. *Goff* also in June 1930 carried the President-elect of Colombia from Newport to West Point. She decommissioned at the Philadelphia Navy Yard on 13 January 1931.

Recommissioning 2 March 1932, Lt. Comdr. Walter M. Wynne commanding, *Goff* spent the following year cruising along the East Coast training naval reserve crews. Revolution again flared up in the Caribbean, and *Goff* returned there 5 October 1933 to protect Americans in Cuba, the scene of conflict this time. Departing Cuba 2 April 1934, *Goff* resumed maneuvers along the East Coast until 9 November 1935, when she joined the Pacific fleet at San Diego. She remained in the Pacific, operating along the coast and taking part in Hawaiian exercises, until 4 January 1939, when she departed San Diego for New York. Arriving there 20 April, *Goff* again cruised the East Coast training reserves until 8 September, when she entered New England waters on Neutrality Patrol.

After overhaul and refitting for European duty at New York, *Goff* joined Destroyer Division 55 at Ponta Delgada, Azores, on 29 June 1940 to take her place as flagship of the division. Cruising to Portugal, *Goff* and her division operated out of Lisbon, engaging in various exercises before returning to Norfolk 21 September.

Joining DesDiv 67 as flagship, *Goff* escorted the new submarine *Seawolf* from New London to Balboa, Canal Zone, arriving 31 October to take up Caribbean patrol and guard duty for the Panama Canal. After America's entry into the war in December 1941, *Goff* remained in the Caribbean to do double duty as both convoy escort and patrol vessel. The mild southern waters were infested by German U-boats, and the undermanned Allied convoys—as many as 25 merchantmen with only four escorts—frequently provided easy targets. Night attacks by German submarines cost convoys which *Goff* was escorting a total of eight merchantmen sunk and several others seriously damaged. The hard worked destroyer was out on patrol and convoy duty 10 days at a time and then in port only long enough to refuel and resupply; when this could be done at sea, it was. Escorts were at a premium as the Allies struggled to maintain their supply lines.

Goff finally had her chance to inflict real damage on the German U-boats as she left the Caribbean on 16 June 1943 and put in at New York for a long-needed overhaul. At Norfolk on 27 July, she joined the carrier *Card* and destroyers *Barry* and *Boris* to form a hunter-killer team which conducted two highly successful anti-submarine patrols across the Atlantic. The close coordination between the carrier's planes and her destroyer screen exacted a heavy toll from marauding U-boats and wolfpacks: during the period *Goff* was with the carrier, 27 July–9 November 1943, they made two voyages from Norfolk to Casablanca and were credited with sinking no fewer than eight U-boats. High drama and tragedy capped these patrols as on 1 November *Borie* rammed and sunk a U-boat, but was herself fatally hulled in the process. For these two patrols *Goff* was awarded the coveted Presidential Unit Citation.

After brief overhaul at New York, *Goff* returned to Atlantic escort duty as on 28 November she and *Barry* convoyed the seaplane tender *Albemarle*, loaded with aeronautical supplies and personnel, from Norfolk to Casablanca and then on to Reykjavik, Iceland, returning to New York on 31 December. *Goff* spent the first 7 months of 1944 with *Albemarle*, shepherding the tender safely to San Juan, Trinidad, Casablanca, Recife, Brazil, and Avonmouth, England, before putting in at Boston on 13 July 1944 for overhaul.

Repairs completed, *Goff* engaged in antisubmarine practice at Casco Bay, Maine, and then on 28 August sailed for Key West, arriving 3 days later. At the Florida port she was attached to the Fleet Sound school and served in a variety of duties, including antisubmarine work, harbor guard, and target vessel for ships and planes in training. The destroyer departed Key West for Philadelphia on 9 June 1945, arriving there 2 days later. *Goff* decommissioned at Philadelphia on 21 July 1945, after 24 years of service, and was stricken from the Navy Register on 13 August 1945. Sold to the Boston Metal Salvage Co., Baltimore, on 30 November 1945, she was resold to the Northern Metal Co., Philadelphia, on 31 December 1945 and scrapped in November 1947.

Goff received two battle stars for service in World War II.

Go-Getter, see *YT–346*

Gold Heels, see *Carondelet* (IX–136)

Gold Shell

A former name retained.

(AO: dp. 12,000; l. 411'6"; b. 50'1"; d. 24'8"; s. 12 k; cpl. 65; a. 2 4")

Gold Shell was built in 1916 by Harlan and Hollingsworth, Wilmington, Del.; chartered from Shell Oil Co.; and commissioned 8 August 1917, Comdr. David R. Fleming in command.

Gold Shell departed Philadelphia 26 August 1917 for Plymouth, England, and until 10 December 1918 carried fuel oil to various European ports in support of Allied forces. She made a total of nine voyages to such ports as Spithead, Scapa Flow, Tobermory, and Brest, arriving at New York after her last crossing 10 December 1918. *Gold Shell* entered the New York Navy Yard to be simultaneously decommissioned and returned to her former owner 5 March 1919.

Gold Star

A former name retained.

(AK–12: dp. 4,860; l. 391'9''; b. 52'2''; dr. 11'10''; s. 12 k.; cpl. 52; a. none)

Gold Star (AK–12) was built in 1920 by Bethlehem Shipbuilding Corp., Wilmington, Del.: taken over by the Navy as *Arcturus* from the USSB 8 November 1921; commissioned as *Arcturus* (AK–12) 1 February 1922 at Philadelphia, Lt. Comdr. J. Katterfield, USNRF, in command and 5 days later renamed *Gold Star* (AK–12) on 6 February. The ship was reclassified AG–12, 12 May 1922.

Renamed *Gold Star* sailed from Philadephia 18 March 1922, arriving Seattle 1 July via the Canal Zone and California ports. During the next 2 years she served as a cargo ship on the West Coast, making three voyages with supplies for Alaskan radio stations. The ship steamed out of San Francisco 9 October 1924 to assume her duties as station ship at Guam, arriving 3 November.

During the 1920's and 1930's *Gold Star* became a familiar sight in the far-flung ports of Asia. Though assigned as flagship at Guam she made frequent voyages to Japan, China, and the Philippines with cargo and passengers. Prior to World War II, much of her crew was made up of Chamorros, natives of Guam.

When the Japanese attacked Pearl Harbor, 7 December 1941, *Gold Star* was coaling at Malangas, P.I. She sailed for Manila 8 December, but was ordered by Commander, Asiatic Fleet, to proceed to Balikpapan, Borneo. She arrived 14 December as the Japanese advanced quickly southward; and after issuing urgently-needed provisions to units of the Asiatic Fleet there, steamed by way of Macassar, Celebes, to Darwin, Australia. Following her arrival at Darwin 28 December, *Gold Star* served as a coastal cargo carrier, steaming between such Australian ports as Brisbane, Sydney, and Fremantle. She thus contributed importantly to strengthening Australia and to checking the Japanese advance in New Guinea. After 15 August 1943 the veteran ship continued her coastal operations in Australia, but also began a series of cargo voyages to New Guinea and the Admiralty Islands. *Gold Star* brought many loads of vital supplies to Milne Bay as the Allies began the push toward the Philippines.

The ship arrived Manus Island 6 January 1945 for repairs and conversion to squadron flagship for Service Squadron 9. Operating in this capacity the old ship supported the mounting American advance toward Japan, sailing to Leyte and Morotai. While conducting cargo operations at Morotai 28 June *Gold Star* was attacked by enemy aircraft but sustained no damage. She arrived Manila 26 July via Tawitawi and remained there issuing supplies until the surrender of Japan 15 August 1945.

After supporting occupation forces in Japan, *Gold Star* sailed to Seattle in February 1946 and decommissioned there 17 April 1946. She had served over 21 years in the Western Pacific without once returning to the United States, and had carried countless tons of supplies, items large and small, for the warships of the fleet. The old ship was delivered to the Maritime Commission 30 June 1946, and was sold for scrap 1 December 1947 to Dulien Steel Products, Inc.

Gold Star received one battle star for World War II service.

Goldcrest

A small European bird of the genus *Regulus*.

Stella Polaris, a yacht acquired by the Navy 27 October 1940, was classified a minesweeper; designated AM–78 on 2 November 1940; and named *Goldcrest* 14 November 1940. However, she was reclassified a coastal yacht 23 November 1940, redesignated PYc–4, and renamed *Agate* 19 December 1940.

I

(AM–80: dp. 400; l. 122'6''; b. 23'; dr. 11; s. 11 k.; a. 1 3'')

The first *Goldcrest* (AM–80), a steel merchant trawler built as *Shawmut* in 1928 by the Bethlehem Shipbuilding

USS *Gold Star* (AG–12) at Sitka, Alaska, in September 1922

Corp., Quincy, Mass., was acquired by the Navy from the Massachusetts Trawling Co. of Boston; and commissioned at the Boston Navy Yard 15 May 1941, Lt. Conrad H. Koopman in command.

Following shakedown training at Mine Warfare School, Yorktown, Va., *Goldcrest* arrived New York 10 August 1942 to base at Staten Island while serving as an inshore patrol and NROTC cadet schoolship under the 3d Naval District. On 24 August, she became flagship of Division 1 of the Inshore Patrol Force. In Sandy Hook Bay, N.J., while on patrol 11 March 1943, she sank by gunfire three mines that had drifted from defensive minefields. On 29 March, she assisted a damaged merchantman off Staten Island.

Her patrol and schoolship duties continued until 5 August 1945 when she transferred to Charleston for minesweeping duty. She decommissioned 12 December 1945 and was sold 20 June 1946 to her former owner.

II

(LCI(L)–869: dp. 209; l. 159′; b. 24′; dr. 5′8″; s. 14 k.; cpl. 21; a. 5 20mm.; cl. *LCI(L)–351*)

LCI(L)–869 was laid down by the New Jersey S. B. Corp., Barber, N.J., 31 August 1944; launched 29 September 1944; and commissioned 7 October 1944, Lt. (j.g.) J. C. Smith in command.

With shakedown in Chesapeake Bay, the new large infantry landing craft departed Key West, Fla., 12 November for the Pacific, transited the Panama Canal on the 19th, and arrived San Diego 1 December. There she joined LCI Group 57, sailed for Hawaii 29 January 1945, and arrived Pearl Harbor 7 February.

LCI(L)–869 got underway for the war zone on the 15th, refueled at Johnston Island 5 days later, and reached the Palaus, via Majuro, Kwajalein, Eniwetok, and Guam, 7 April. There she joined a picket line which had been formed to seal off by-passed Japanese-held islands in the area from reinforcements and to protect American bases from invasion. While on picket station, *LCI(L)–869* repulsed a suicide swimming attack, sank several floating mines which threatened American ships, and heard countless mortar shells whine overhead.

On the afternoon of 2 September, the Japanese forces in the Palaus surrendered. With her mission accomplished, *LCI(L)–869* returned to the United States, decommissioned at Norfolk in March 1947, and entered the Atlantic Reserve Fleet.

The landing craft was named Goldcrest and redesignated AMc(U)–24 on 7 March 1952. *Goldcrest* was converted at the Charleston Navy Yard, assigned to the 6th Naval District, and operated out of Key West, Fla. She decommissioned at Charleston in March 1955 and reentered the Atlantic Reserve Fleet at Charleston. There she was reclassified a coastal minehunter and redesignated MHC–24. *Goldcrest* was struck from the Navy List 1 January 1960 and scrapped.

Golden City

A 19th century clipper ship in the Pacific trade.

(AP–169: dp. 13,910 (trial); l. 459′; b. 63′; dr. 23′; s. 16 k.; a. 1 5″, 4 3″)

Golden City (AP–169), was launched under Maritime Commission contract 28 October 1943 by Moore Drydock Co., Oakland, Calif.; sponsored by Mrs. Roger Lapham. She was transferred to the Navy on a bareboat charter and commissioned 29 May 1944, Captain C. M. Furlow, Jr., commanding.

After a brief shakedown cruise, *Golden City* departed San Francisco for Pearl Harbor. Arriving there 23 June, the ship prepared to take part in the Navy's giant sweep across the Pacific. As the Marianas campaign was then underway, she sailed via Eniwetok to Guam and upon her arrival 21 July disembarked much-needed reserves for the Marine Brigade helping to lead the assault on that island.

Golden City returned to Eniwetok 1 August 1944, and from there sailed to Pearl Harbor. She steamed into that port 10 August and took part in amphibious exercises until 15 September, exercises which would make her a more effective fighting unit in the upcoming invasion of the Philippines. Sailing 15 September, she stopped at Eniwetok and Manus and arrived off Leyte 20 October 1944. By this time the initial landings had begun and *Golden City* put ashore units of the 7th Division to consolidate the successful assault. She then departed 22 October to bring in more troops, arriving Oro Bay, New Guinea, via Manus 4 November, and discharging another load of troops at Leyte Gulf 18 November.

With the conquest of the Philippines continuing apace, *Golden City* arrived Manus 24 November and sailed to Aitape, New Guinea, where she arrived 6 days later. There she loaded for the important landings in Lingayen Gulf, western Luzon. She departed 28 December 1944 with Admiral Barbey's San Fabian Attack Force and made her way through the Philippines under severe kamikaze attack, helping to fight off raids every day from 5 to 9 January 1945. *Golden City* arrived off Lingayen Gulf 9 January and discharged her troops during the initial assault. The Japanese were so unprepared for this quick deep penetration by sea on the west side of the archipelago that the only important defense they could quickly assemble was by kamkikaze. Hence the landing was virtually unopposed on the beaches. Surprise is not the least of the advantages of the swift mobility and long reach of attack by sea.

Next day *Golden City* departed for Leyte Gulf, loaded troops and supplies there 12–26 January, and got underway little more than 2 weeks from D-day at Lingayen for a secondary invasion in the Luzon campaign, in Zambales. Arriving off San Narciso and San Antonio, in Zambales province, 29 January, *Golden City* and the other ships of Amphibious Group 9 landed 30,000 troops to secure the Japanese escape route from Manila to the Bataan peninsula.

After the successful conclusion of the Luzon operation, *Golden City* sailed on a troop-ferrying voyage to Ulithi, Iwo Jima, Eniwetok, and finally Pearl Harbor, where she arrived 12 April 1945. From there the transport sailed for the United States, arriving 22 April, and loaded more troops for the Pacific fighting, then nearing its climax. *Golden City* sailed again 1 June, stopping at Eniwetok, Ulithi, and Okinawa, bringing troops out of the forward areas. She sailed into Guam 14 July and continued next day to San Francisco, where she arrived 29 July. The ship then made another similar voyage to and from the Pacific, returning to San Francisco 22 September with a load of veterans, after which she sailed to Pearl Harbor.

The war over, *Golden City* departed 23 October 1945 to support the landings of American forces in China, aiding in the occupation and helping to stabilize the volatile situation there. Arriving 10 November, she discharged cargo and passengers and sailed for Jinsen, Korea, where she loaded troops bound for the United States. They were disembarked at Seattle 19 December 1945.

Subsequently, *Golden City* made two voyages from the West Coast to Japan and the Pacific islands, stopping at Manus, Truk, Guam, Saipan, and other islands to embark returning soldiers and sailors. She arrived Seattle after the second of these "Magic-Carpet" voyages 27 June 1946, decommissioned 10 August 1946, and was returned to the Maritime Commission. She later became *Ocean Eva* in 1955 and *Overseas Eva* in 1961 while in commercial service.

Golden City received four battle stars for World War II service.

Golden Eagle

A former name retained.

(T–AF–52: dp. 6,319 (lt.); l. 459′; b. 63; dr. 26′; s. 15 k.; cpl. 64; a. none; T. C2–S–B1 (R))

Golden Eagle (T–AF–52) was laid down under Maritime Commission contract 8 December 1941 by Moore Dry Dock Co., Oakland, Calif.; launched 15 March 1942; sponsored by Mrs. John B. McKee; and delivered to WSA 23 April 1943. As a merchant ship, she operated under charter to United Fruit Co. from 1944 to 1946 and to United States Lines from 1947 to 1948. Transferred from the Maritime Commission, she was acquired by the Navy 1 March 1950 and assigned to MSTS.

Manned by a civilian crew, *Golden Eagle* operated out of New York, carrying supplies to American bases in the North Atlantic, Europe, and the Mediterranean. During November and December 1950 she deployed to the Mediterranean for provisioning operations, and during the first 6 months of 1951 she transported cargo to Bremerhaven and Liverpool. Following a second deployment to the Mediterranean, she departed New York 3 August for logistics duty off Thule, Greenland. Returning to New York 13 September, she resumed transatlantic service the 19th. While steaming to Liverpool 2 January 1952, she participated in the rescue of seamen from the stricken merchant ship *Flying Dutchman.*

Between 1952 and 1961 *Golden Eagle* maintained a constant schedule of runs to ports in Western Europe. Operating out of New York, Boston, Baltimore, and Norfolk, she steamed to Bremerhaven, Liverpool, and Rotterdam. During August and September of 1952 and 1953 she supplied ships participating in Operation "Blue Jay" at Thule, and cargo runs in the North Atlantic have sent her to Newfoundland, Iceland, and Baffin Island. In addition to provisioning and cargo duties, she carried sealed atomic wastes from Bremerhaven and disposed of the material in the mid-Atlantic while returning to the East Coast.

After returning to New York 10 August 1961, *Golden Eagle* entered New York Navy Yard 14 August. Renamed *Arcturus* 18 October, she commissioned 18 November, Captain M. B. Davis in command. After shakedown in the Caribbean, she departed her homeport, Norfolk, for the Mediterranean in June 1962. While deployed with the 6th Fleet, she provisioned 51 ships, both at sea and in Spanish and Italian ports. She returned to the Mediterranean in December; and between 1963 and 1965 she has deployed six times to replenish ships of the 6th Fleet.

When not operating in the Mediterranean, *Arcturus* has supported exercises in the Atlantic and the Caribbean. During February 1966 she provisioned ships during Operation "Springboard" in the Caribbean. After deploying to the Mediterranean in April, she steamed to the northwestern coast of Europe and touched ports in Holland, Germany, and Denmark during June. Two months later she departed Norfolk on her 10th deployment to the Mediterranean. At present she continues to support the mighty 6th Fleet and provides valuable aid for the continuing struggle to defend the cause of freedom in that troubled part of the world.

Golden Gate

A United States Coast Guard name retained.

(Tug: dp. 240; l. 110′; b. 20′6″; dr. 9′10″; s. 12 k.; cpl. 11)

Coast Guard tug *Golden Gate*, a harbor and customs tug operating in San Francisco Bay, was taken into the Navy under authority of an Act of Congress dated 28 January 1915, directing that in time of war the Coast Guard should operate as part of the Navy. Accordingly, *Golden Gate* was taken into the service 7 April 1917, already in commission, 1st Lieutenant C. C. McMillan, USCG, commanding.

Golden Gate continued to operate in San Francisco Bay, patrolling between Fort and Lima Points, until March 1918. From March to August 1918, she was engaged in transporting Armed Guard Details to merchant vessels in the bay, making photographs of ships in the harbor, and acting as dispatch and mail boat. 1 August *Golden Gate* returned to Harbor Entrance Patrol duty.

In December 1918, *Golden Gate* assumed the duty of removing Armed Guard details from ships in the area, and on 14 December she responded to a distress signal from SS *Lehonc*, taking off all hands from the rapidly sinking ship. She had the honor of transporting officials to SS *Tenyo* to receive the Japanese peace delegation.

Golden Gate continued conveying men, supplies and dispatches in the area until detached and returned to the Coast Guard 15 February 1919.

Golden Rocket, see *Zelima* (AF–49)

Goldfinch

An American lemon-yellow finch with black cap, wings, and tail.

(AM–77: dp. 455; l. 132′4″; b. 24′; dr. 9′8″; s. 10 k.; a. 1 3″)

Goldfinch (AM–77) was built as trawler *Fordham* in 1929 by Bath Iron Works of Bath, Maine, and purchased by the Navy 18 September 1940 from F. J. O'Hara & Sons, Inc., Boston, Mass. She was converted to a minesweeper at Bethlehem Atlantic Yard, Boston, and commissioned at Boston Navy Yard 30 January 1941, Lt. Comdr. W. R. McCaleb in command.

Goldfinch was first assigned to Inshore Patrol Force, 1st Naval District, then shifted her operations to Chesapeake Bay, where she conducted minesweeping operations off Norfolk and Yorktown, Va. Reporting to Newport, R.I., 1 July, *Goldfinch* joined Squadron 9 for minesweeping operations ranging from Argentia, Newfoundland, to Norfolk. She became flagship of the Squadron 29 September at Portland, Maine.

Transferred to duty in Newfoundland, *Goldfinch* based her operations during the period 1 December 1942 to May 1944 at Fort McAndrew and Argentia, Newfoundland, constantly patrolling for mines to protect merchant shipping and warships alike as they plied those waters. She arrived Boston June 1944 for conversion to civilian use as a trawler and decommissioned 18 August 1944. Delivered to the Maritime Commission, *Goldfinch* was sold 9 January 1946 to the Norwegian Shipping and Trade Commission of New York.

II

(YMS–306: dp. 270; l. 136′; b. 24′6″; dr. 8′; s. 13 k.; cpl. 50; a. 1 3″; cl. *YMS–136*)

The second *Goldfinch* (YMS–306), a wooden-hulled motor minesweeper, was built as *YMS–306* by Rice Brothers Corp., East Boothbay, Maine, and commissioned 20 January 1944, Lt. (j.g.) K. B. Roberts in command.

YMS–306 departed Boston 6 February for shakedown training off Norfolk, Va., and upon completion reported to Bermuda for minesweeping duty, arriving 16 April 1944. Returning to Norfolk, the ship prepared for Pacific duty and departed for California 18 July 1945. She arrived San Pedro via the Canal 14 August, and after undergoing extensive repairs departed for Pearl Harbor, arriving 2 January 1946.

The minesweeper returned to the United States a month later, 5 February, and sailed 7 April for the East Coast via the Panama Canal. She arrived Charleston harbor 1 May 1946, and began a regular schedule of training and readiness operations with Mine Force, Atlantic Fleet. Her operations during the next years took her from Charleston to Panama City and Key West, Fla., and occasionally as far north as Argentia, Newfoundland. She participated in both individual and fleet training exercises, including amphibious operations in the Caribbean in February 1950 and off Onslow Bay, N.C., November 1954.

She was named *Goldfinch* (AMS–12) 17 February 1947. Her designation was changed to MSO(O)–12, 7 February 1955. The ship continued her schedule of sweeping operations until 15 July 1957 when she sailed from Charleston

to Philadelphia. Arriving 18 July, she decommissioned 11 October 1957 and was placed in the Philadelphia Group, Atlantic Reserve Fleet until struck from the Navy List 1 November 1957 and sold 2 June 1960 to the Maine Vocational Technical Institute.

Goldfinch (AM–395), authorized 16 May 1945, was to be built by Defoe Shipbuilding Co., Bay City, Mich. Her contract was cancelled 1 November 1945.

Goldring

An edible fish of the Mississippi.

Goldring (SS–360), a *Perch* class submarine, was being built at Electric Boat Co., Groton, Conn., but construction was cancelled 29 July 1944.

Goldsborough

Louis Malesherbes Goldsborough, born 18 February 1805 in Washington, D.C., was appointed Midshipman 28 June 1812, but did not serve until 13 February 1816 when he reported for duty at the Washington Navy Yard. He led a four-boat night expedition from *Porpoise* in September 1827 to rescue British merchant brig *Comet* from Mediterranean pirates. In 1830 he was appointed first officer in charge of the newly created Depot of Charts and Instruments at Washington, the rude beginning of the United States Hydrographic Office. It was Goldsborough who suggested creation of the depot and initiated the collection and centralization of the instruments, books and charts that were scattered among several Navy yards. After 2 years he was relieved by Lt. Charles Wilkes.

Goldsborough led German emigrants to Wirt's Estates near Monticello, Fla., in 1833; then took leave from the Navy to command a steamboat expedition and later mounted volunteers in the Seminole War. After cruising the Pacific in frigate *United States*, he participated in the bombardment of Vera Cruz in *Ohio*. He served consecutively as: commander of a detachment in the expedition against Tuxpan; senior officer of a commission which explored California and Oregon (1849–1850); Superintendent of the Naval Academy (1853–1857); and commander of the Brazil Squadron (1859–1861). During his command of the North Atlantic Blockading Squadron October 1861 to September 1862, he led his fleet off North Carolina, where in cooperation with troops under General Burnside, he captured Roanoke Island and destroyed a small Confederate fleet. After special administrative duties in Washington, D.C., he took command of the European Squadron in the last year of the Civil War, returning to Washington in 1868 to serve as Commander of the Washington Navy Yard until his retirement in 1873. Rear Admiral Goldsborough died 20 February 1877.

I

(TB–20; dp. 255; l. 198′; b. 20′7″; dr. 6′10″; s. 27 k.; cpl. 59; a. 2 18′ tt., 4 6-pdr.)

The first *Goldsborough* was launched 29 July 1899 by the Wolff & Zwicker Iron oWrks, Portland, Oreg.; sponsored by Miss Gertrude Ballin; commissioned in the Puget Sound Navy Yard 9 April 1908, Lt. Daniel T. Ghent in command.

Goldsborough based at San Diego, Calif., as a unit of the Pacific Torpedo Fleet, cruising for 6 years along the coast of California and the Pacific Coast of Mexico in a schedule of torpedo practice, and joint fleet exercises and maneuvers. She was placed in ordinary at the Mare Island Navy Yard 26 March 1914; served the Oregon State Naval Militia at Portland (December 1914–April 1917); and again fully commissioned 7 April 1917 for Pacific coast patrol throughout World War I. She was designated *Coast Torpedo Boat Number* 7 1 August 1918, her name being assigned to a new destroyer under construction. The torpedo boat decommissioned in the Puget Sound Navy Yard, Bremerton, Wash., 12 March 1919 and sold for scrapping on 8 September 1919.

II

(DD–188; dp. 1,215; l. 314′5″; b. 31′9″; dr. 9′4″; s. 35 k.; cpl. 101; a. 4 4″, 1 3″, 12 21″ tt.; cl. *Clemson*)

The second *Goldsborough* was launched 20 November 1918 by the Newport News Shipbuilding and Dry Dock Co., Newport News, Va.; sponsored by Miss Lucetta Pennington Goldsborough, daughter; commissioned at Norfolk 26 January 1920, Comdr. Francis M. Robinson in command.

Goldsborough joined Division 25, Squadron 3, U.S. Atlantic Fleet, departing Norfolk 25 February 1920 for training at Guantanamo Bay, Cuba, and returning to New York 1 May 1920 for maneuvers and tactics off the New England Coast. She stood out of Hampton Roads 1 September 1920 on a practice cruise in the Gulf of Mexico, returning to Norfolk 10 October for operations along the seaboard to New York until 5 January 1921 when she sailed to join the combined Battle Fleet off Cuba; thence she steamed through the Panama Canal to Callao, Peru, and back to Guantanamo Bay for further battle practice before return to Norfolk 27 April. She entered Philadelphia Navy Yard 28 April for inactivation and decommissioned 14 July 1922. She was redesignated AVP–18 15 November 1939. She was converted in the New York Navy Yard, recommissioned 1 July 1940; and redesignated AVD–5 on 2 August 1940.

Goldsborough departed New York 12 August 1940, to tend amphibious planes on neutrality patrol in waters ranging from Puerto Rico, Cuba, and the Virgin Islands, to Trinidad, British West Indies. She returned to Norfolk 23 January 1941 for repairs; conducted a cruise to the coast of Mexico and returned (3 March–3 April), then served the Patrol Wing Support Force, Patrol Squadrons, U.S. Atlantic Fleet, at Argentia, Newfoundland; Reykjavik, Iceland; and Gungnat Bay, Greenland. She arrived at Norfolk from Greenland 13 October 1941 for repairs, then proceeded to Seamour Bay, Galapagos Islands, arriving 23 December 1941. Here she tended amphibious patrol planes of Patrol Squadron 3, sometimes steaming down the coast of the Americas as far as Valparaiso, Chile, with time-out for service as a simulated target in Panama Bay.

She transited the Panama Canal 17 June 1942 and entered Trujillo Bay, Honduras, the 21st with Commander Patrol Squadron 3 embarked to direct operations of the squadron on special patrols in conjunction with other naval units attempting to locate Axis submarine bases. After being contacted by patrol planes, a party from *Goldsborough* boarded Honduran merchant ship *Laguna* 25 June, and Honduran merchant ship *Racer* the following day. Both were turned over to British authorities at Belize. On 3 July *Goldsborough* departed Puerta Castilla for Portland Bight, Jamaica. Here she tended aircraft on special patrols in the protection of convoys between Cuba and the Panama Canal. She arrived at the Charleston Navy Yard from Jamaica 2 October 1942 for repairs, followed by gunnery practice in the Chesapeake Bay.

Goldsborough departed Norfolk 30 October 1942 to escort seaplane tender *Pocomoke* (AV–9) to Panama and seaplane tender *Albemarle* (AV–5) to aviation patrol bases at San Juan, P.R.; Trinidad, B.W.I.; and Bermuda, Fla. She returned to Norfolk 30 November 1942 to spend the following year as escort for *Albemarle* while carrying men, aeronautical cargo, and aircraft of Fleet Air Wings of the U.S. Atlantic Fleet to Guantanamo Bay; Trinidad; Bermuda; San Juan; and Recife, Brazil. She returned to Norfolk on the last of these missions 5 September 1943. After patrol with *Core* (CVE–13) antisubmarine warfare task group 5 October–15 November 1943, *Goldsborough* was redesignated DD–188 on 1 December 1943.

On 4 December 1943, *Goldsborough* sailed with the *Core* task group. Near midnight of 2 January 1944, she made visual contact with a surfaced U-boat off the Azores, fought through heavy seas in an attempt to ram amidships. She just missed the U-boat's stern as it slid under

the sea. After two depth charge attacks, *Goldsborough* lost contact. She then screened *Core* to Norfolk 18 January and proceeded to New York Navy Yard for voyage repairs. Thereafter, she escorted *Aucilla* (AO–56) to Trinidad, returning to Norfolk as escort of *Nitro* (AE–2) then entered the Charleston Navy Yard on 21 February 1944 for conversion to a high speed transport, and redesignation as APD–32, 7 March 1944.

Goldsborough departed Charleston 10 April and reached Pearl Harbor, via the Panama Canal and San Diego, 9 May for amphibious assault training in Hanalei and Kawaihae Bay. She sailed 29 May to rendezvous with a transport force proceeding via Ulithi to arrive off the invasion beaches of Saipan 15 June 1944. An aerial bomb exploded 400 yards to starboard as she assisted in repelling a raid of enemy dive bombers. The following day she landed the 2d Company, 1st Battalion, 2d Marines, just south of Charon Kanoa. During the next 5 weeks she escorted supply and troop convoys between the Marshalls and Saipan, taking time out for direct gunfire support of troops on Saipan the nights of 29 June and 7 July. She departed Saipan 28 July to train Underwater Demolition Team 4 in Hawaiian waters, then joined a Beach Demolition Task Group that sailed from Manus, Admiralty Islands, 12 October to destroy enemy facilities and installations in the vicinity of the proposed invasion beaches of eastern Leyte as well as on the entrance islands of Leyte Gulf. The afternoon of 18 October 1944 she poured a withering fire into concealed enemy positions at Dulag, covering underwater demolition teams headed for the shore. Two 75mm. shells straddled the high speed transport; and a third hit her number one stack, killing 2 and wounding 16 men. She screened the battleships and cruisers, carrying out a relentless bombardment through the night of the 19th and supporting troops that launched the invasion the morning of 20 October 1944. She departed the following day to embark troops at Noemfoor, Schouten Islands, landing them on the beaches at Tolasa, Leyte, 18 November 1944. She again arrived off Noemfoor 19 December for transport of troops to Mios Woendi, Padiados Islands, thence via Morotai with six merchant ships escorted into Leyte Gulf 6 January 1945. Her next assignment was patrolling the entrance of Lingayen Gulf. She dispatched a medical team to damaged *Gilligan* 12 January, picked up two survivors, then put her rudder full left as she opened fire on a suicide plane which just missed the stern of *Scusens* before crashing into the sea. *Goldsborough* continued patrol in the Gulf and off San Fabian until 18 January 1945.

After voyage repairs at Ulithi, *Goldsborough* landed troops at Iwo Jima (3–6 March), thence via the Marianas to Tulagi harbor in the Solomons and back to Ulithi, where she joined transports bound for Okinawa. She arrived off Okinawa 11 April, fought off aerial raids near Hagushi beaches the following day and rescued a Navy fighter pilot whose plane was damaged in aerial combat. She departed Okinawa 14 April for voyage repairs at Guam, returning 15 May 1945 to patrol off Hagushi beaches until the 31st. *Goldsborough* was then routed via the Marianas, Marshalls, and Pearl Harbor to San Pedro, Calif., where she arrived 1 July 1945. Redesignated again as destroyer (DD–188) 10 July, she decommissioned there 11 October 1945. Her name was struck from the Navy List 24 October 1945 and she was sold for scrapping 21 November 1946 to Hugo Nuef Corporation, New York, N.Y.

Goldsborough received five battle stars for service in World War II.

III

(DDG–20: dp. 4,500 (f.); l. 437′; b. 47′; dr. 22′; s. over 30 k.; cpl. 354; a. Tar. mis. 2 5″; cl. *Charles F. Adams*)

The third *Goldsborough* was launched 15 December 1961 by the Puget Sound Bridge and Drydock Co., Seattle, Wash.; sponsored by Mrs. Alan Bibb, wife of U.S. Senator Bibb of Nevada; commissioned in the Puget Sound Naval Shipyard 9 November 1963, Captain Charles D. Allen, Jr., in command.

Goldsborough joined the U.S. Pacific Fleet 25 December 1963, as a unit of Cruiser-Destroyer Force with homeport at Pearl Harbor.

After shakedown out of Puget Sound, the new guided missile destroyer arrived Pearl Harbor 14 February 1964. Following qualification and acceptance tests, she sailed 18 April for Sydney, Australia, for the Coral Sea celebration and returned Pearl Harbor 1 June. She operated in Hawaiian waters in the summer and early fall, then got underway 23 November for Yokosuka and her first WestPac deployment. After operations strengthening the 7th Fleet during the escalating war in Vietnam, *Goldsborough* returned to Pearl for ASW training.

The guided missile destroyer headed for the Orient once more 9 February 1966 to bolster the 7th Fleet. In April she provided gunfire support for Operation "Binh Phu I" firing 594 rounds of 5″ ammunition at Viet Cong troop concentration and buildings. During the last half of the month she screened attack carriers at Yankee Station. Next came SEATO exercises in May and duty as station ship at Hong Kong in June. On 26 June *Goldsborough* was again off Vietnam on picket station. She sailed for Hawaii 16 July and reach Pearl Harbor on the 23d.

A month later she entered the Pearl Harbor Naval Shipyard for overhaul and extensive modification to prepare for resumed action in 1967.

Goodwill, see *Palomas* (IX–91)

Golet

A trout of the scientific name *Salvelinus malma*, fish family *Salmonidae;* voracious, feeding mostly on other fishes when adult.

(SS–31: dp. 1,526; l. 311′9″; b. 27′3″; dr. 15′3″; s. 20.25 k. (surf.), 8:75 k. (submerged); cpl. 80; a. 1 3″, 2 .30 cal. mg. 10 21″ tt.; cl. *Balao*)

Golet was launched 1 August 1943 by the Manitowoc Shipbuilding Co., Manitowoc, Wis.; sponsored by Mrs. Alexander Wiley, wife or U.S. Senator Wiley of Wisconsin; commissioned 30 November 1943, Lt. Cmdr. James M. Clement in command.

Golet departed Manitowoc 19 December 1943 via the Mississippi River for New Orleans, arriving the 28th. After shakedown training at Panama and final battle practice in Hawaiian waters, she departed Pearl Harbor 18 March 1944 for her maiden war patrol off the Kurile Island chain, Southern Hokkaido and Eastern Honshu, Japan. Severe combinations of fog, rain and ice were encountered and only one ship worth a torpedo came into view. This enemy proved too fast for *Golet* to gain torpedo range; she returned to Midway, 3 May 1944.

Lt. James S. Clark took command of *Golet* and departed Midway 28 May 1944 to patrol off northern Honshu, Japan. A door of silence closed behind her and *Golet* was never heard from again. She had been scheduled to depart her area on 5 July and expected at Midway about 12 or 13 July. She failed to acknowledge a message sent her on 9 July and was presumed lost 26 July 1944.

Japanese antisubmarine records available after the war revealed that *Golet* was the probable victim of a Japanese antisubmarine attack made 14 June 1944 in latitude 41°04′ North; longitude 14°30′ East. These records mention that the attack brought up corks, rafts, and other debris and a heavy pool of oil, all evidence of the sinking of a submarine. Eighty-two gallant men of the Navy's "Silent Service" perished with *Golet*.

Goliah

A former name retained.

(SP–1494: t. 414; l. 135′; b. 27′1″; dr. 16′; s. 13; a. 1 3″, 2 mg.)

Goliah, a steam tug, was built in 1907 by John H. Dialogue and Son, Camden, N.J., and was purchased by the Navy from her owners, the Puget Sound Tug Co. of Seattle, Wash., 6 December 1917. She commissioned 31 January 1918 at Mare Island, Calif., Lt. Werner Tornroth, USNRF, commanding.

Folowing shakedown, *Goliah* towed coal barges between San Diego, Mare Island, and San Pedro until 3 March when she departed San Diego for the East Coast. She arrived Norfolk 8 April 1918 and for the next month made four voyages between New London and New York with stores and ammunition. After a voyage to Bermuda and the Azores 18 May–24 June as an escort tug, she arrived at New York for overhaul, where she stayed until 8 August 1918.

Departing New London, Conn., where she had briefly served as a patrol craft, 6 September 1918, *Goliah* operated as a towing ship between San Miguel, Bermuda, and New London until arriving at Brest, France, 26 November 1918. There she took up new duties as rescue and towing tug for convoys operating out of Brest to English ports and occasionally to Copenhagen and Lisbon until she arrived back in Brest 24 April 1919. *Goliah* performed harbor towing work there until decommissioning 29 November 1919. She was loaned to the United States Shipping Board 30 November and transferred to the Board's permanent custody and control 7 October 1921.

Goliath

The Philistine giant killed by David with a sling.

The monitor *Catskill* (*q.v.*) was renamed *Goliath* 15 June 1869.

Goodhue

A county in Minnesota.

(APA–107: dp. 8,100; l. 492′; b. 69′6″; dr. 26′6″; s. 18 k.; cpl. 546; a. 2 5″; cl. *Bayfield*)

Goodhue (APA–107), formerly *Sea Wren*, was launched under Maritime Commission contract by Western Pipe & Steel Co., San Francisco, Calif., 31 May 1944; sponsored by Mrs. Charles R. Purcell; transferred to the Navy and commissioned 11 November 1944, Captain L. D. Sharp, Jr., in command.

Goodhue underwent shakedown training off San Pedro and took part in amphibious training exercises 8–21 December off San Diego, preparing for her part in the massive landings still to come in the Pacific war. The ship loaded vehicles at San Diego and sailed 4 January 1945 for Seeadler Harbor, Admiralty Islands, where she arrived 21 January. There the transport loaded passengers and cargo and sailed for Hollandia, New Guinea, anchoring 4 February.

After steaming to Leyte Gulf 4–12 February, *Goodhue* carried supplies to various bases in the area and took part in amphibious training until 25 February. She then began to load troops and supplies for the Okinawa invasion, as American forces neared the last stop in their victorious sweep across the Pacific. More landing drills followed, after which the transport got underway in convoy for Okinawa 21 March. Arriving off Kerama Retto 26 March, *Goodhue* and the other transports put ashore troops to secure the island group as a base for the coming invasion of nearby Okinawa.

Goodhue remained at Kerama Retto during the initial landings 1 April and while returning to sea the evening of 2 April underwent a heavy air attack. As gunners from *Goodhue*, screen ships, and other transports fired furiously, suicide planes attempted to crash the loaded ships. *Henrico* (APA–45) took a kamikaze hit on her bridge, and *Dickerson* (APD–21) was also crashed. *Goodhue*'s gunners splashed a plane on the starboard quarter, but another headed directly for her from dead ahead. Unable to bring her full firepower to bear in that direction, *Goodhue* could not divert the attacker, which hit the mainmast and fell astern of the ship. Exploding bombs from the aircraft caused many casualties and fires, killing 27 and wounding 117, but the ship did not suffer serious structural damage and was able to continue. Subsequently, *Goodhue* was based at Kerama Retto repairing battle damage, and rejoined her transport squadron 10 April. She transferred her Army Medical Detachment to Ie Shima by LST 17 April and landed the main body of her embarked troops 20 April. Nearing the beaches in a predawn operation, she landed her reinforcements and retired, undergoing air attack again that afternoon. Cargo was off loaded under cover of smokescreens by 24 April and 2 days later *Goodhue* joined a convoy bound for Ulithi.

The transport arrived Ulithi 30 April after a grueling month at Okinawa, and departed 22 May for San Francisco. There she loaded additional troops for the Pacific fighting and sailed again 25 June. Steaming by way of Eniwetok and Ulithi, *Goodhue* arrived Manila 21 July and disembarked troops. She then sailed for Lingayen Gulf, loading troops, and engaged in training operations 7–13 August. Word of the Japanese surrender arrived 15 August as another assault was about to take place.

Goodhue's next assignment was to carry occupation troops to Japan, and she loaded soldiers at Subic Bay and Cebu, Philippine Islands. The convoy arrived Sagami Bay, Japan, 8 September. Unloading her troops, the transport brought on board nearly 1,000 liberated prisoners of war—English, Dutch, and Norwegian as well as American. She sailed for Manila 12 September and disembarked the men 6 days later. From there *Goodhue* visited Cebu and Subic Bay to load veterans on operation "Magic-Carpet", the giant task of transporting the veteran soldiers and sailors back to the United States. Sailing 11 October, the ship arrived San Pedro, Calif., via Pearl Harbor 3 November 1945. She made one more voyage to the Pacific bringing back veterans of the fighting in the Philippines, and sailed from San Francisco 2 February 1946 for Hampton Roads, Va., via the Panama Canal. *Goodhue* arrived 19 February and decommissioned 5 April 1946. She was turned over to the Maritime Commission and eventually sold to Matson Navigation Co., where she serves as freighter *Hawaiian Citizen*.

Goodhue received one battle star for World War II service.

Goodrich

Goodrich is named after two men, father and son.

Caspar Frederick Goodrich was born 7 January 1847 in Philadelphia. Graduating from the Naval Academy in 1864, he spent 2 years in *Colorado* and *Frolic;* 3 years in *Portsmouth* and *Lancaster;* and 3 years at the Naval Academy. Between 1874 and 1881 he had duty on board *Tennessee* and *Kearsarge* followed by a tour at the Naval Torpedo Station, Newport, R.I. After serving as executive officer of *Lancaster*, flagship for the European Squadron, and Inspector of Ordnance at the Washington Navy Yard, Goodrich became Officer in Charge of the Newport Torpedo Station in 1886. From 1891 until 1896, he commanded successively *Jamestown*, *Constellation*, and *Concord* before he spent a year as President of the Naval War College at Newport. Originating the Coast Signal Service in 1898, he then served as Director. During the Spanish-American War in 1898, he commanded *St. Louis* and *Newark*, and received the surrender of Manzanillo, Cuba, following that city's bombardment 12 August. In the years following, Goodrich commanded *Iowa*, *Richmond*, *Minneapolis*, and *Puritan* at sea and served as Commandant of the Philadelphia Navy Yard (1900) and the Portsmouth Navy Yard (1903) on land before his promotion to the rank of Rear Admiral 17 February 1904 and his appointment for 3 years as the Commander-in-Chief of the Pacific Squadron. After duty as commandant of the New York Navy Yard 1907 to 1909, he retired 7 January 1909. Recalled to active duty in World War I,

Admiral Goodrich served as officer-in-charge of the Pay Officers' Material School at Princeton until 8 November 1919 when he again stepped down from active duty, ending a 50-year naval career. He died in Princeton 26 January 1925.

Caspar Goodrich, son of the Admiral, was born in Italy. Appointed a Midshipman from Connecticut 7 September 1897, he was designated a Naval Cadet 10 June 1901 and reported to *Lancaster* for duty. From 1903 to 1905 Goodrich served in *Maine*, *Cleveland*, and *Chicago*. Assigned to *Georgia* on the Atlantic Station in June 1906, Goodrich was killed 15 July 1907 as the result of a turret explosion.

(DD–831; d. 2,425 t.; l. 390'6"; b. 41'4"; dr. 18'6"; sp. 35 k.; cpl. 367; a. 6 5", 4 21" tt.; cl. *Gearing*)

Goodrich (DD–831) was launched 25 February 1945 by the Bath Iron Works Co., Bath, Maine; sponsored by Mrs. Caspar F. Goodrich, widow of Admiral Goodrich and mother of Lt. Goodrich; and commissioned 24 April 1945, Comdr. Dale R. Frankes in command.

After shakedown training in the Caribbean, *Goodrich* transited the Panama Canal 12 November 1945 to support the occupation of Japan. She patrolled between principal Japanese ports until October 1946; then she based at Tsingtao, China, for patrol along the coast of Korea. The destroyer returned to San Francisco 21 December 1946 and departed 7 January 1947 to base at Newport, R.I., as a unit of the U.S. Atlantic Fleet.

Goodrich overhauled in the New York Naval Shipyard, then served in the Mediterranean Sea (2 February–22 May 1948). This was her first of many annual tours with the "steel gray stabilizers" of the 6th Fleet, of actively countering the repeated threats of the Soviets to overrun the defenseless nations of the Balkans and the Middle East and exploit them for Red Imperialism. Her service included patrol along the Israeli-Egyptian border of the Red Sea in February 1956 to help stem the Mid-East crisis that finally culminated in the nationalization of the Suez Canal. When fighting erupted, she sped back to the Mediterranean in November 1956 to protect Americans in that area and serve notice that the United States was determined to contain and terminate the conflict. The destroyer supported the landing of Marines at Beirut, Lebanon, 14 July 1958, as the Navy again met and checked a Communist thrust against the Western democracies.

Goodrich shifted her home port in June 1959 from Newport to Mayport, Fla. Thereafter her annual deployments to the Mediterranean included intensive training in all forms of naval welfare with NATO units and a constant readiness with the 6th Fleet to meet any threat to peace in the Mediterranean region. She interrupted her schedule in January 1960, entering the Norfolk Navy Yard for an 8-month modernization overhaul which included complete renovation and latest weapons and shipboard equipment. She was on Project Mercury recovery station 12 February 1962 as Lieutenant Colonel John H. Glenn, USMC, made his successful orbital space flight.

Goodrich went on alert again with the 6th Fleet during 24 October to 20 November 1962 when the Navy responded to President Kennedy's call for a quarantine of Cuba that choked off the flow of military supplies and enforced the American demands for the withdrawal of the Soviet missile experts and equipment. On 22 July 1966 the destroyer got underway from Mayport on her 13th 6th Fleet deployment. She cruised throughout the Mediterranean for 5 months, unobtrusively patrolling with the 6th Fleet and taking part in combined naval warfare exercises with units of the Turkish, Greek, British, and Italian Navies. She returned to Mayport 20 December 1966 for upkeep and type training.

Goodson

A British name retained. William Goodson, a captain in the British Navy, commanded *Entrance* in 1653.

Gcorgc (DE–276) (*q.v.*) was renamed HMS *Goodson* upon transfer to the United Kingdom under lend lease 9 October 1943.

Goodwill

(MB: l. 26'10"; b. 9'0")

Goodwill, a wooden launch, was built in 1917 and taken over from the Panama Canal Co. for use as a shore and harbor patrol vessel in the 15th Naval District during World War I. She was returned to her owner 31 December 1918.

Gopher

Any of an order of burrowing rodents, having small eyes, short ears, very large cheek pouches, and strong claws on the forelimbs.

The gunboat *Fern* (*q.v.*) was renamed *Gopher* 27 December 1905 while under repair at Detroit for duty with the Minnesota Naval Militia.

Gordius

In mythology, first king of Phrygia. He tied a knot, known as the Gordian Knot, so intricate that an oracle declared that he who loosed it should be master of Asia. Alexander the Great cut it with his sword.

(ARL–36: dp. 2,125; l. 328'; b. 50'; dr. 11'; s. 12 k.; cpl. 262; a. 1 3"; cl. *Achelous*)

Gordius (ARL–36), originally LST–1145, was redesignated ARL–36 and named 27 October 1944 while building at Chicago Bridge & Iron Works, Seneca, Ill. She was launched 7 May 1945, sponsored by Mrs. Helen H. Davis. Placed in reduced commission 18 May 1945, the ship steamed to Baltimore, Md., where she decommissioned 11 June. She was then converted to landing craft repair vessel at Key Shipyard, Bethlehem Steel Co. *Gordius* was placed in full commission 14 September 1945 at Baltimore, Lt. Roy L. Guy, commanding.

Operating out of Amphibious Base, Little Creek, Va., *Gordius* took up a regular schedule of exercises in Chesapeake Bay, and along the Virginia-North Carolina coast, supporting the myriad landing craft during amphibious operations. She also participated in winter maneuvers in the Caribbean. The ship occasionally sailed to the north Atlantic, taking part in training exercises off Argentia, Newfoundland, and Labrador in 1948 and 1949. *Gordius* also was a member of the annual resupply convoy to Thule, Greenland, 11 June–27 August 1952, drawing special praise for her repair of *LST–938* during adverse weather on the operation.

Gordius continued her work in support of amphibious training until steaming into Green Cove Springs, Fla., 10 November 1955. She decommissioned 21 December 1955, and was placed in reserve. Taken out of reserve in early 1961, she was stricken from the Navy List 1 February and loaned to Iran under the Military Assistance Program 7 September 1961, where she serves as *Sohrab*.

Gordon, General W. H., see *General W. H. Gordon* (AP–117)

Gordonia

Former name retained.

(AF–43: dp. 7,435; l. 338'6"; b. 50; dr. 21'1"; s. 12 k.; cpl. 79; a. 1 3"; cl. *Adria*)

USS *Gopher* circa 1906

Gordonia, a provision stores ship, was launched 30 November 1944 by Pennsylvania Shipyards of Beaumont, Tex. under Maritime Commission contract; sponsored by Mrs. B. S. Matthews; and commissioned 14 May 1945 at Galveston, Tex., Lt. Ira V. Chapman in command.

Gordonia conducted a brief shakedown cruise in the Gulf of Mexico before departing for the Pacific. She loaded refrigerated cargo at Mobile, Ala., transited the Panama Canal, and arrived Pearl Harbor 1 July 1945. There the ship reloaded stores for fleet issue and steamed westward 10 July to bring supplies to the fleet off Okinawa. After stopping at Ulithi she spent 6–23 August in the Okinawa area dispensing much-needed stores then returned to Pearl Harbor, arriving 13 September.

In the months that followed, *Gordonia* made three more voyages to the Far East, carrying precious refrigerated cargo. Her first passage was 23 October to 27 November, and on the second, beginning January 1946, the ship visited Okinawa, Jinsen, and Taku in support of American Marines in China. She arrived San Francisco 4 March. After one more voyage, this time to the Philippines, *Gordonia* arrived San Francisco 13 June. There she decommissioned 8 July 1946 and was returned to the Maritime Commission the same day. *Gordonia* was subsequently renamed *Whale Knot* and is berthed with the National Defense Reserve Fleet in Suisun Bay, Calif.

Gore

A British name retained. Sir Thomas Gore, a captain in the Royal Navy, commanded HMS *Triton* from 1796 to 1801.

Herzog (DE–277) (*q.v.*) was renamed HMS *Gore* upon transfer to the United Kingdom under lend lease 14 October 1943.

Gorgas, General, see *General W. C. Gorgas*

Gorgon

In Greek mythology one of three snaky-haired sisters, whose terrifying appearance turned the beholder to stone. The second *Gorgon* is a British name retained.

I

The gunboat *Naubuc* (*q.v.*) was renamed *Gorgon* 15 June 1869 while laid up at League Island, Pa.

II

(BAM–18: dp. 890; l. 220′6″; b. 32′; dr. 9′6″; s. 18 k.; cpl. 80; a. 1 3″, 6 20mm.; cl. HMS *Catherine*)

BAM–18 was laid down 15 August 1942 by Savannah Machine & Foundry Co., Savannah, Ga.; launched 24 January 1943; transferred to the United Kingdom under lend-lease 28 August 1943; and named HMS *Gorgon*. During World War II, she served the Royal Navy as a mine sweeper off the English coast and along the English Channel. After the war, she was returned to the custody of the United States Navy 12 November 1946 and sold to the government of Greece in January 1947.

Gorgona

A former name retained: one of three sisters, Stheno, Eurayle, and Medusa, with snaky hair, who turned the beholder to stone.

(SP–2164: dp. 732 t.; l. 112′; b. 30′; dr. 15′6″; s. 12 k.; cpl. 27; a. none)

Gorgona was built in 1915 by the Staten Island Steam Boat Co., Staten Island, N.Y.; she was commissioned 23

July 1917 at Portsmouth, Va., Ens. T. Gustav Freudendorf in command.

After fitting out at Arundel Cove, Md., until 21 October, *Gorgona* served with the Atlantic Fleet out of Norfolk, towing target rafts for fleet gunnery practice. She remained on this duty until 24 January 1919 when she sailed to Guantanamo, Cuba, where she towed target rafts for Batteship Forces 1 and 2. From there she sailed to New Orleans, towing two barges on her return, and on 5 April she departed Cuba for Norfolk.

Brief duty at New York, on the Potomac River torpedo range, and at Norfolk ended 4 June when Gorgona departed Hoboken, N.J., for the Panama Canal. Arriving at Coco Solo, C.Z., she decommissioned 20 June 1919 and was turned over to the Panama Canal authority.

Gorka, Walter S., see *Walter S. Gorka* (DE–204)

Gorman, Arthur P., see *Tuituila* (ARG–4)

Gorontalo

A Dutch merchant name retained.

(AP: t. 5,884; l. 395'8" ; b. 51'5"; dr. 20'10"; s. 9.5 k.; a. 1 4")

Gorontalo was a Dutch cargo ship built by Bonn and Nees, Rotterdam, for Rotterdamsche Lloyd in 1908 and was among Dutch ships taken over by Customs officials in Hampton Roads 20 March 1918. She was turned over to the Shipping Board for transfer to the Navy. *Gorontalo* was operated on Army account by the Navy, commissioned at Newport News, Va., 4 April 1918, Lt. Comdr. John E. Powell, USNRF, in command.

Assigned to NOTS, *Gorontalo* proceeded to New York where she drydocked until 26 April, and then sailed for Baltimore to join a cargo convoy to Europe. Sailing 17 May, she arrived at St. Nazaire, France, 2 June 1918 with vital supplies for the Army. *Gorontalo* returned to Baltimore 12 July to prepare for another voyage.

Subsequently, she made three trips to France with supplies. On her second voyage, she returned to Baltimore with over 90 tons of captured German artillery. *Gorontalo* was then converted into an animal transport and on her third voyage carried over 500 horses to Bordeaux. Her last voyage to Europe was out of New Orleans, and, after arriving with a load of foodstuffs at Hamburg 27 March 1919, she returned to Rotterdam and was turned over to her original owners. *Gorontalo* decommissioned 14 May 1919.

Goshawk

A large, short-winged hawk noted for its powerful flight, activity, and courage.

Goshawk (AM–42) was authorized for construction 6 October 1917, but construction was cancelled in 1918.

I

(AM–79: dp. 585; l. 150' b. 25'; dr. 10'3"; s. 10 k. a 1 3".)

Goshawk, formerly *Penobscot*, was built by the Foundation Co., Savannah, Ga., 1919, and purchased by the Navy from W. F. Henningsen of Seattle, Wash., 3 September 1940. She was converted to a minesweeper by Winslow Marine, Winslow, Wash., and commissioned at Seattle, Wash., 3 March 1941, Lt. (j.g.) Allan Dwight Curtis in command. Her designation was changed to AM–79 from AMc–4 on 25 November 1940.

After shakedown, *Goshawk* took up minesweeping duties in Puget Sound and the San Juan de Fuca Straits, operating out of Seattle. She sailed for Alaska 6 October 1941 and swep the channels between Sitka, Ketchikan, Adak, Seward, and Kodiak Island until 30 March 1942, when she returned to Seattle for extensive refitting.

Goshawk resumed duty 18 August in the Seattle and Puget Sound area and in late 1943 returned to Alaska as a combination minesweeper and small cargo vessel. Her classification was officially changed to IX–195, 10 October 1944. *Goshawk* returned to Seattle 9 June 1945 and decommissioned there 1 August, but continued to perform in an "in service" status, transporting condemned ammunition for the 13th Naval District. Her name was stricken from the Navy List 3 January 1946 and she was transferred to Maritime for disposal 7 May 1946. *Goshawk* was subsequently sold to Alvin T. Davies of Tacoma, Wash. and renamed *Bering Sea.*

Goshen

A county in Wyoming.

(APA–108: dp. 8,100; l. 492'; b. 69'6"; dr. 24'; s. 16 k.; cpl. 356; a. 2 5", 4 40mm., 18 20mm.; cl. *Bayfield*; T. C3–S–A2)

Goshen (APA–108), originally *Sea Hare*, was laid down by Western Pipe & Steel Co. under a Maritime commission contract on 31 January 1944; launched 29 June; sponsored by Mrs. James B. Black; acquired by the Navy 13 December 1944; and commissioned the same day Captain Carroll T. Bonney in command.

After shakedown along the California coast, *Goshen* departed Long Beach 4 February 1945, for additional combat and amphibious training in the Hawaiian Islands. Embarking over 1,400 troops and officers at Honolulu, she departed there for duty in the Western Pacific. *Goshen* made brief stops at Ulithi and Eniwetok before proceeding to the Okinawa area where the bitter campaign to secure that Japanese-held fortress was already underway.

The transport arrived off Hagushi beaches on 17 April and immediately commenced disembarking troops and unloading cargo. *Goshen* completed her task 5 days later and sailed for Saipan arriving there on the 27th. After loading mail and passengers at Saipan, Russell, Florida, and New Hebrides Islands, she sailed for the United States 18 May, arrived San Francisco 3 June.

Goshen made another cruise to the Western Pacific in July carrying troops and cargo for the final month of the war. She was at Saipan when news of the Japanese acceptance of surrender terms was received. After the war *Goshen* operated between the Philippines and Japan for the next 4 months as she shuttled occupation troops and cargo among the Islands.

During December the transport joined the growing number of ships engaged in Operation "Magic Carpet"—an organized project to bring the war veterans back home immediately. On 10 December she steamed out of Sasebo with over 1,400 America bound Marines, finally arriving San Diego on the 28th.

In late January 1946 *Goshen* departed the West Coast arriving Lynnhaven Roads, Va., 12 February. She decommissioned at Norfolk 20 April and was delivered to WSA 2 May 1946. She was sold in 1947 to American Mail Line, Ltd., and renamed *Canada Mail.*

Goshen received one battle star for World War II service.

Gosper

A county in southern Nebraska.

(APA–170: dp. 6720; l. 455'; b. 62'; dr. 24'; s. 18 k.; cpl. 692; a. 1 5"; cl. *Haskell*)

Gosper (APA–170) was launched under Maritime Commission contract by Oregon Shipbuilding Corp., Portland, Oreg., 20 October 1944; sponsored by Mrs. E. P. Nelson; transferred to the Navy and commissioned 18 November 1944, Comdr. F. W. McCann in command.

Gosper sailed for Seattle to load supplies 29 November

and arrived San Francisco 6 December to take on landing craft. The ship then departed for shakedown training off the coast of southern California followed by amphibious exercises, and return to San Diego 6 January 1945. Loading troops and supplies, the transport sailed for Pearl Harbor on two voyages to aid in the Navy's great push across the Pacific, arriving there for the second time 27 February.

At Pearl Harbor it was decided to convert *Gosper* into a much-needed casualty evacuation transport, and she was furnished with operating rooms and other hospital facilities. The ship was to take part in the historic Okinawa invasion, and departed Pearl Harbor 18 March for Ulithi, where she arrived 31 March.

Gosper arrived Kerama Retto 6 April, just 5 days after the initial landings on nearby Okinawa. During that grim day the ship was almost constantly under suicide attack as the Japanese tried desperately to stop the invasion. *Gosper* shot down at least one attacker that day, while transports *Hobbs Victory* and *Logan Victory* and *LST–447* were sunk. The ship remained at Kerama Retto caring for casualties of the bitter fighting ashore until 17 April, after which she sailed to Ulithi and Guam, unloading her wounded at the Naval Hospital 24 April.

Sailing to Saipan, *Gosper* loaded over 1,000 reserve combat troops and got underway for Okinawa again, arriving off the beaches 1 May. Until 10 July she stayed at anchor at Kerama Retto, caring for the casualties and helping to fight off the air raids incessantly mounted by the Japanese. She sailed to Buckner Bay, on the east side of Okinawa, 10 July, and from there joined a convoy to Ulithi, Pearl Harbor, and San Francisco, where she arrived 7 August 1945.

Under repair when the war ended, *Gosper* was pressed into use carrying occupation forces to the Far East. She sailed 26 August for the Philippines, anchoring at Manila 15 September. There she took on board, because of her medical facilities, a large group of American, British, and Canadian servicemen who had been prisoners of war on Japanese-held islands, some since 1941. She carried these veterans via Pearl Harbor to Seattle, where she arrived 12 October. *Gosper* then joined the "Magic Carpet" fleet for the gigantic task of bringing home the combat-weary soldiers from the Pacific, sailing from Seattle 26 October. She made two passages to Pearl Harbor and back, carrying veterans, and departed 8 February 1946 for the East Coast, via the Panama Canal. *Gosper* arrived Newport News, Va., 24 February 1946, and decommissioned 10 April 1946. She was subsequently returned to the Maritime Commission and placed in the National Defense Reserve Fleet in the James River, Va., where she remains.

Gosper received one battle star for World War II service.

Goss

Angus R. Goss born 8 January 1910 at Tampa, Fla., enlisted in the United States Marine Corps 12 September 1930. Marine Gunner Goss was awarded the Navy Cross and Britain's Conspicuous Gallantry Medal for extraordinary heroism in combat on Tulagi 10 August 1942. Although severely wounded by a grenade explosion, Goss ignored enemy machine-gun and rifle fire, charging into a cave where the enemy was entrenched and singlehandedly destroyed the Japanese with a sub-machine gun.

(DE–444: dp. 1,350; l. 306′; b. 36′8″; dr. 9′5″ (mean); s. 24 k.; cpl. 222; a. 2 5″, 2 40mm., 3 21″ tt.; cl. *John C. Butler*)

Goss (DE–444) was laid down 16 December 1943 by the Federal Shipbuilding & Dry Dock Co., Newark, N.J.; launched 19 March 1944; sponsored by Mrs. Jamie S. Goss, sister-in-law of Marine Gunner Goss; and commissioned 26 August 1944, Lt. Comdr. Claude A. Kirkpatrick in command.

After shakedown out of Bermuda, *Goss* departed Norfolk 30 October and steamed via the Canal Zone and San Francisco to Pearl Harbor, where she arrived 2 December and reported for duty. *Goss* was underway 5 December 1944 from Pearl Harbor via Eniwetok to Kossel Roads, Palau Islands, where she joined *Tulagi* (CVE–72) and four other destroyer escorts to form a hunter-killer group which operated off the Palau Islands.

As a unit of Vice Admiral Oldendorf's Bombardment and Fire Support Group, *Goss* sortied from Kossel Roads 1 January 1945 bound for Lingayen Gulf. In the early hours of 5 January, as Oldendorf's ships steamed within 150 miles of Japanese airfields on Luzon, they were spotted by scout planes. At 0758 combat air patrol intercepted 15 to 20 enemy planes 35 miles from the formation, shot down 9, and turned the others back. At noon another raid was intercepted and turned back about 45 miles from the ships. The last and heaviest air attack of the day came at 1650 about 100 miles off Corregidor. Sixteen kamikazes with four escorts broke through combat air patrol to dive at the ships. They succeeded in hitting heavy cruisers *Louisville*, and HMAS *Australia;* escort carrier *Manila Bay;* and destroyer escort *Stafford.* In the fierce fight to repel this deadly threat, *Goss* was credited with shooting down two kamikazes.

Next day, cruising about 60 miles off Lingayen Gulf, the formation began breaking up into units with the battleships, cruisers, Beach Demolition Group and their escorts starting their separate missions. *Goss*, as part of the screen for Rear Admiral Durgin's Lingayen Carrier Group, gallantly carried out her mission in support of the Lingayen Landings until 20 January. Retiring from the area, she reached Mindoro dawn 21 January.

From 21 February to 6 June 1945 *Goss* operated as a unit of Admiral Stump's Task Group 52.1 under 5th Fleet as part of the close air support for the invasion of Iwo Jima. *Goss* continued her escort duties, next taking part in the Okinawa operations, last stop on the island road to Japan. This duty lasted until 30 June 1945.

Goss sortied from Ulithi 3 July as part of the screen for Admiral D. B. Beary's Logistic Support Group (TG 30.8). This group acted as the replenishment group for Admiral Mitscher's Carrier Task Force 38 as they struck the main islands of Japan with carrier planes and battleship guns. The Logistics Group operated in an area from 250 to 500 miles east of Honshu, fueling the fast carrier strike force and furnishing replacement aircraft. Late in July *Goss* joined Task Group 94.17, a hunter-killer team, to operate along the shipping lanes southeast of Okinawa. From 7 through 24 August she operated with Task Group 75.19 as hunter-killer group east of Formosa. With the war over, *Goss* retired to San Pedro Bay 25 August and cleared that port 2 days later as part of the screen for Task Force 32 and 33, landing units of the 8th Army in Tokyo Bay 2 September.

Goss continued her duties until 5 November when she departed Tokyo Bay for home. After touching at Pearl Harbor *Goss* arrived Los Angeles 22 November 1945. She remained on the West Coast and decommissioned at San Diego 15 June 1946 and joined the Pacific Reserve Fleet.

Goss recommissioned 27 December 1950 at San Diego, Lt. Comdr. L. R. Hayes, commanding. *Goss* was assigned duty under Commandant, 11th Naval District as a reserve training ship. Her operations consisted of readiness and tactical cruises on the west coast from Alaska to South America as well as visits to Hawaii, Cuba and Panama. *Goss* decommissioned at Astoria, Ore., 10 October 1958 and again joined the Pacific Reserve Fleet. She was later transferred to Bremerton, Wash., where she remains.

Goss received four battle stars for World War II service.

Gosselin

Edward Webb Gosselin, born 1 May 1917 at Hamden, Conn., was educated at Yale University. He enlisted as an Apprentice Seaman 30 September 1940 and was commissioned 14 March 1941. Ensign Gosselin's first duty station was battleship *Arizona.* He reported on board

3 May 1941 as an Engineer when she was sunk at Pearl Harbor. Ensign Gosselin was officially declared dead as of 7 December 1941.

(APD–126: dp. 1650; l. 306'; b. 37'; dr. 12'7"; s. 24 k.; cpl. 204; a. 1 5" .38 cal., 3 twin 40mm. AA.; cl. *Rudderow*)

Gosselin (APD–126), launched 17 February 1944 by the Defoe Shipbuilding Co., Bay City, Mich., was laid down and partially completed as destroyer escort DE–710; sponsored by Mrs. E. N. Gosselin, mother of Ensign Gosselin; and commissioned 31 December 1944, Lt. Comdr. Joseph B. Fyffe in command.

After shakedown in Bermuda and Chesapeake Bay waters, *Gosselin* cleared Norfolk 16 February 1945 bound for the Pacific via the Panama Canal. Touching at Pearl Harbor, Eniwetok, and Ulithi, she arrived 6 April in the Okinawa area where she was employed as a screen vessel until 10 April. *Gosselin* then began convoy duty which took her to Guam and Saipan, returning to Okinawa 27 April.

From 27 April until the end of May *Gosselin* was assigned at the Okinawa screen protecting the invasion area, shooting down one Japanese plane, taking several others under fire and rescuing a number of survivors and casualties from ships hit by suicide planes.

From 1 June *Gosselin* was in an upkeep status, mostly in Leyte Gulf, returning to Okinawa 17 July to form part of the reduced screen still being maintained. *Gosselin* departed Okinawa 17 August 1945 in company with *Reeves* to rendezvous with the 3d Fleet, then cruising south of Honshu. Joining the fleet, she was assigned to carry part of a Naval Assault Battalion for the occupation of Yokosuka Naval Base. Later this assignment was changed to duty carrying press representatives and Navy photographers during the initial entrance into Sagami Wan and Tokyo Bay. *Gosselin* was one of the first group of ships, including *Missouri* (Admiral Halsey), *Iowa* (Rear Admiral Badger), and H.M.S. *Duke of York* (Admiral Sir Bruce Fraser, R.N.) to enter Sagami Wan 27 August. The next day she accompanied *San Diego* into Tokyo Bay to begin the official occupation.

Gosselin was transferred 29 August to the task group commanded by Commodore R. W. Simpson, USN, assigned to liberate and evacuate prisoners of war. That same day her boats were the first to reach Omori Camp, from which the first prisoners were evacuated, and brought out the first boatloads of prisoners. 27 September 1945 *Gosselin* was berthed in front of the Port Director's office, Yokosuka, and used as a barracks ship for shore-based and transient personnel. She remained there until 15 December when she got underway for San Francisco via Eniwetok and Pearl Harbor. *Gosselin* discharged her passengers at San Francisco 28 December.

Gosselin remained in the United States until 22 August 1946 when she cleared San Diego with Navy and Marine replacements bound for Yokosuka via Pearl Harbor and Eniwetok. Discharging her passengers at Yokosuka 13 December *Gosselin* returned to San Diego 16 November 1946. She operated out of here until 16 July 1948 when she departed again for the Orient. Arriving Tsingtao, China, 14 August 1948 *Gosselin* made this her base of operations. She visited such ports as Shanghai and Nanking and occasionally operated in the Yangtze River during American efforts to stabilize the situation in China.

Gosselin departed Shanghai 18 February 1949 and reached San Diego 11 March. She decommissioned there 11 July 1949 and was placed out of commission in reserve. She berthed with the San Diego Group, Pacific Reserve Fleet, until struck from the Navy List 1 April 1964 and sold for scrapping.

Gosselin received one battle star for World War II service.

Gotham, see *Asquith* (YFB–42)

Goucher, John F., see *Culebra Island* (ARG–7)

Goucher, S. M., see *S. M. Goucher* (No. 2487)

Goucher Victory, see *Sgt. Howard E. Woodford* (AP–191)

Gould Island

An island in Narragansett Bay.

(YFB–31: dp. 569; l. 171'9"; b. 54'; dr. 9'6"; s. 13 k.)

Gould Island (YFB–31) a steel diesel-powered ferry, was built as *Hudson* by General Ship & Engineering Works, East Boston, Mass., in 1941, and acquired from Electric Ferries, Inc., of New York City, 4 April 1942. She was placed in service at Newport, R.I., 14 April 1942, and named *Gould Island.*

Gould Island was converted for Navy use at New London, Conn., and used during the Second World War as a ferry boat at Naval Torpedo Station, Newport, R.I. She was returned to her former owners 25 May 1946 and stricken from the Navy List 28 January 1947.

Governor

The chief executive of a State or territory.

(AMc–82: dp. 195; l. 97'1"; b. 22'; dr. 9'; s. 10 k.; cpl. 17; a. 2 mg.)

Governor a wooden-hulled coastal minesweeper, was launched by Camden Shipbuilding & Marine Railway Co., Camden, Maine, 26 July 1941; sponsored by Mrs. Richard Lyman; and placed in service 29 January 1942 at Boston Navy Yard, Lt. Alfred F. Page, Jr., in command.

After briefly acting as an escort vessel in Massachusetts Bay, *Governor* sailed 8 March 1942 for Yorktown, Va., where she conducted shakedown training in conjunction with the Mine Warfare School. She was assigned briefly to the 7th Naval District, and 11 November 1942 attached to the 8th Naval District for her wartime duty. *Governor* arrived at Naval Section Base, Burrwood, La., 29 December 1942, and remained there conducting minesweeping operations in the area until August 1945. After a brief tour during that month with Mine Countermeasures Station, Panama City, Fla., *Governor* was placed out of service and transferred to the Maritime Commission for disposal 11 April 1947. She was subsequently sold to a private purchaser.

Governor Buckingham

Name retained. (Probably named for the Governor of Connecticut.)

(ScStr: t. 886; l. 177'6"; b. 32' 2"; dph. 17'; mdr. 12'; sp. 8 k.; a. 1 100-pdr., 1 20-pdr., 4 30-pdrs.)

Built under contract by Messrs Maxon Fish & Co., Mystic, Conn., the hermaphodite brig was offered for sale to the Navy while on the ways; purchased at Stonington, Conn., 29 July 1863 by Isaac Henderson for $110,000; delivered at New York Navy Yard 30 September 1863; and commissioned 13 November 1863, Acting Volunteer Lt. W. G. Saltonstall in command. She was assigned to the North Atlantic Blockading Squadron, with instructions to report at Hampton Roads to Acting Rear Admiral S. P. Lee.

On 20 November she stood out to sea, arriving off Fortress Monroe on the 23d, thence to Norfolk Navy Yard. She departed Hampton Roads 5 December to join the Fleet off Wilmington, N.C., for active blockading duty.

Governor Buckingham lost no time in getting experience with the problem of tracking blockade runners. On 20 December with the assistance of *Arics* she captured the notorious blockade runner *Antonica* of Nassau, which ran ashore. *Antonica*'s captain and crew attempted to get away in two small boats; but when fired upon they gave themselves up, and the 26 men were taken aboard as

prisoners. After boarding and taking possession of the prize in early morning of 21 December, *Aries* and the tug *Violet* sent out boats to assist, without success, as the tide had left her fast.

On 3 January 1864, *Governor Buckingham* was with the flagship *Fahkee* when the blockade runner *Bendigo* ran aground during the chase, after efforts at salvage failed on 11 January *Bendigo* was destroyed.

That same day the British blockade runner *Ranger* was discovered after landing her passengers from Bermuda at Merrill's Inlet, 5 miles NE. She was intercepted by *Minnesota*, *Governor Buckingham*, *Daylight*, and *Aries* when she approached the Western Bar, and was beached and fired by her crew. Attempts by the squadron to extinguish the fire and haul her off were frustrated by Confederate sharpshooters, whose fire completely commanded her decks.

Later *Governor Buckingham* proceeded to Norfolk Navy Yard, for overhaul. She sailed from Hampton Roads on 3 July 1864 to return to blockade duty off Wilmington, and soon after was attached to the 1st Division off New Inlet. From 11 to 25 September she was at Beaufort, S.C., then back on her old station, she chased a blockade runner ashore on 25 September, fired five shots, three of which took effect as the target drove high and dry on the beach. One of the crew was killed, three wounded, and the steamer sent the surgeon and steward to their relief. Next day the blockade runner was set afire, but 20 bales of cotton, part of her cargo, were salvaged.

Governor Buckingham on 30 September took part off Fort Fisher in the destruction of the blockade runner *Black Hawk* from Britain. Having been damaged in several accidental collisions, she entered Norfolk Navy Yard for drydocking on 27 October, and returned off New Inlet on 3 December. Later that month she took part in the first engagement of the Fleet against Fort Fisher, renewing the engagement for 2 days; then her boats were sent in to reembark troops.

The second attack upon Fort Fisher 13 to 16 January 1865, resulted in its capture. *Governor Buckingham* was stationed on the 13th off Half Moon Battery, assisting troops from the transports to land, also landing provisions, ammunition and entrenching tools. After the battle on 16–17 January she was employed in carrying the wounded to the transports. On several occasions, in obedience to orders, she shelled the woods near Half Moon Battery. She remained in the area of Fort Fisher through January, dispersing bands of Confederate troops, and on the 19th shelled them out of entrenchments near the beach until Union forces advanced and captured a number of prisoners.

On 4 February *Governor Buckingham* stood out to sea, arriving Norfolk Navy Yard on the 8th. As her boilers and machinery were out of repair, she was decommissioned 27 March and on 12 July 1865 was sold at public auction at New York.

Governor Davie

William Richardson Davie, born in England 20 June 1756, came to Colonial America in 1763, and graduated from Princeton College, N.J., in 1776. Joining the Army during the revolution, he served under Casimir Pulaski and later took an active part in the Carolina campaign, becoming General Nathaniel Greene's Commissary General. After the war he settled in Halifax, N.C., and became successively a prominent lawyer, State legislator, and founder of the University of North Carolina. In 1798 Davie was elected Governor of North Carolina. He was appointed a Brigadier General during the Quasi-War with France; and became a peace commissioner to Paris in 1799, sent there by President John Adams after the XYZ affair. Governor Davie retired to his South Carolina plantation in 1805 and died there 29 November 1820.

(Gy: l. 52′; b. 15′; dph. 5′8″; cpl. 28; a. 1 24-pdr., 5 to 6 how.)

Governor Davie was built at Wilmington, N.C., as one of a group of galleys authorized by act of Congress 4 May 1798. The small vessels were built and equipped by the Navy Department but operated under the War Department as a kind of Naval Militia.

Governor Davie was assigned to cruise the coast and inlets of North Carolina under Captain William McKerrall (or McKerall) during the Quasi-War with France 1798 to 1801. Late in 1801 she was ordered turned over to the Revenue Cutter Service, but believed to have been sold instead, probably about 1 February 1802 at Wilmington, N.C.

Governor Jay

John Jay was born in New York City 12 December 1745, and attended the First and Second Continental Congresses. In 1777 he guided the drafting of the New York State Constitution, and became Chief Justice of the State supreme court the same year. Jay left that post to become President of the Continental Congress in 1778, and was sent to Spain in 1779 as a minister plenipotentiary to seek aid for the revolutionary cause. He was chosen to accompany Benjamin Franklin to Paris for the successful peace negotiations, and became Minister of Foreign Affairs under the Articles of Confederation 1784–89. An early supporter of the proposed new constitution, Jay was the author of five of the famous Federalist Papers, and became Chief Justice of the Supreme Court under the new form of government. When war with Britain loomed in 1794, he successfully negotiated "Jay's Treaty." His last public post was the governorship of New York, 1795 to 1801, after which he retired to his home in Bedford, New York, where he died 17 May 1829.

(RC: t. 187; l. 58′; b. 20′; cpl. 70; a. 14 guns)

Schooner *Governor Jay* was built at New York in 1797 for the Treasury Department Revenue Cutter Service. By arrangement between the Secretary of the Navy and the Secretary of the Treasury, July 1798, *Governor Jay* was put under the direction of the Navy for use as a cruiser in the developing war with France. With Captain J. W. Leonard commanding, she received orders to cruise out of New York between Cape Henry and Long Island with *Ganges* 20 July 1798.

Governor Jay made several cruises in protection of American commerce during the undeclared war with France. September saw her cruising with *Retaliation*, under Bainbridge, and 11 December 1798 she was ordered by the Secretary of the Navy to convoy ship *America*, in company with *General Green*, to the West Indies. This accomplished, the two ships joined Captain Decatur in *Delaware* and patrolled the waters north of Cuba from Matanzas to Havana capturing French privateers and protecting merchant vessels.

Returning to New York in May 1799, *Governor Jay* was determined by the Navy Department to be unfit for further service and shortly thereafter was returned to the Revenue Service.

Governor R. M. McLane

A former name retained.

(SP–1328: dp. 144; l. 120′; b. 22′; dr. 6′9″; s. 13 k.; a. 1 1-pdr)

Governor R. M. McLane, a steamboat, was built in 1884 by Neafie and Levy, Philadelphia, Pa., and was acquired by the Navy from the Maryland State Conservation Commission in August 1917. She commissioned 6 August 1917 at Norfolk, Va., Ens. S. Earle, USNRF, in command.

Governor R. M. McLane was assigned to the 5th Naval District, and served as a patrol craft in Chesapeake Bay. Her cruising grounds included Baltimore Harbor, the Patuxent and Severn Rivers, and Tangier Sound. During November 1918 she was used briefly as a towing boat by

Naval Proving Ground, Indian Head, Md., and was returned to her owner 30 November 1918.

Governor Russell

William Eustis Russell was elected governor of Massachusetts three times, in 1890, 1891, and 1892, although he was a Democrat in what was then a normally Republican state; he died in 1896.

(Gbt: t. 485; l. 157'; b. 57'; dr. 9'4"; sp. 12 k.; cpl. 58; a. 1 5", 1 3", 4 3-pdr. Hotchkiss gun)

Governor Russell, a wooden bridge ferry converted to auxiliary gunboat, was built by William McKie, East Boston, and launched in 1898; purchased 11 May, she commissioned 24 June 1898, Lt. Charles H. Grant commanding.

Sailing to New York 16 July, *Governor Russell* departed for Port Royal, S.C., 23 July; however she ran into a heavy storm 26–27 July and had to put into port at Beaufort, N.C. From there she went to Moorehead City, N.C., and then sailed for Port Royal, arriving 7 August. After extensive repairs in drydock, *Governor Russell* sailed for New York 7 September with a cargo of ammunition; however, a second severe storm forced her to put in at Hampton Roads. Damaged by weather for which she was not built, *Governor Russell* was declared unfit for service and decommissioned 28 September 1898. Her name was struck from the Navy List 3 July 1899.

Governor Saltonstall, see *Kingbird* (AMc–56)

Governor Tompkins

Daniel D. Tompkins, born 21 June 1774 in Scarsdale, N.Y., graduated from Columbia College in 1795 and took up the practice of law in New York City. He later entered politics as a Republican. He was a member of the state constitutional convention in 1801 and of the Assembly in 1803; was elected to Congress in 1804, but resigned to accept appointment as an associate justice of the New York Supreme Court. Daniel Tompkins was elected to New York governorship in 1807, 1810, 1813, and 1816. He served as Vice President of the United States from 1817 to 1825, presiding over the state constitutional convention in 1821. He died at his home on Staten Island 11 June 1825.

(Sch: t. 96; cpl. 40; a. 6 g.)

Governor Tompkins was purchased in October 1812 at Oswego, N.Y., as the merchant ship *Charles & Ann*.

Governor Tompkins appeared on Lake Ontario 8 November 1812 as a unit of Commodore Isaac Chauncey's squadron which transported and lent fire support to the Army landings for the raid on Kingston 9 December 1812, the capture of York 27 April 1813, and the capture of Fort George, 27 May 1813. The effect of the latter victory caused the British to evacuate the whole Niagara river frontier. This allowed Captain Oliver Hazard Perry, up above Niagara Falls, to get brig *Caledonia* and four schooners past the British batteries and into Lake Erie, a most important addition to Perry's fleet.

Governor Tompkins joined Chauncey's squadron in running engagements with the British squadron 7 and 11 August 1813; and, in a long-range engagement 11 September. The two squadrons again joined battle in York Bay 28 September 1813 and the British squadron was forced to flee. The victory established Chauncey's supremacy in control over the lakes. He continued to blockade the British squadron at Kingston while dispatching Lt. Jesse D. Elliott to Lake Erie to establish a naval base there. Elliott's hard work until winter closed the Lakes to navigation, laid the groundwork for Commodore Perry's great victory in the Battle of Lake Erie the following year.

Governor Tompkins was laid up at Sacket's Harbor on close of the War of 1812. She was sold 15 May 1815.

Governor Williams

Benjamin Williams was born near Smithfield, N.C., 1 January 1751. He served in the North Carolina Provincial Congress 1774–75 and was a captain during the Revolutionary War. After serving in the North Carolina Senate, he was elected to the House of Representatives of the United States, serving 1793–1795. Williams was elected governor of North Carolina 1799–1802 and 1807–1808, died in Moore County, N.C., 20 July 1814.

(Gy: l. 52'; b. 15'; dph. 5'8"; cpl. 28; a. 1 24-pdr., 5–6 how.)

Governor Williams was one of a group of galleys built at Wilmington, N.C. in 1798. These small vessels, authorized by Congress 4 May 1798, were built and equipped by the Navy Department but operated by the War Department as a kind of Naval Militia.

During the Quasi-War with France 1798–1801 *Governor Williams* cruised the coasts and inlets of North Carolina under Lawrence Dorsey, who held the rank of "Captain of a Galley." After this service in defense of the coast of North Carolina, she was transferred to the Department of the Treasury Revenue Cutter Service in 1802.

Gozo

A British name retained.

(AM–330: dp. 850; l. 225'; b. 35'6"; dr. 8'6"; s. 16.5 k.; cpl. 85; a. 1 4", 8 20mm.; cl. HMS *Algerine*)

AM–330 was laid down 5 August 1942 by Toronto Shipbuilding Co., Ltd., Toronto, Canada; launched 27 January 1943; transferred to the United Kingdom under lend lease 2 October 1943; and named HMS *Gozo*. She served as a mine sweeper in the Royal Navy during World War II and was returned to the custody of the U.S. Navy 10 December 1946. She was sold to the government of Greece 2 October 1948.

Gracie S.

(SP–919: t. 91; l. 83'0"; b. 24'7"; dr. 10'7"; s. 9 k.)

Gracie S. (SP–919), a wooden, two-masted auxiliary schooner built in 1893 by the Union Iron Works, San Francisco, was purchased by the Navy from the San Francisco Bar Pilot's Association; and assigned to the 12th Naval District. However, she saw no active service and was returned to her owner in 1918 shortly after being taken over.

Grackle

An American blackbird.

I

(AM–73: dp. 755; l. 132'4"; b. 24'; dr. 11'6"; s. 10 k.; cpl. 36; a. 1 3"/50 cal.)

The first *Grackle* (AM–73), formerly merchant fisherman *Notre Dame*, was launched in 1919 by the Bath Iron Works, Bath, Maine; acquired 16 September 1940; and commissioned 4 February 1941, Lt. Comdr. George W. Allen in command.

Following shakedown out of Yorktown and Newport, *Grackle* departed Portland, Maine, 25 September 1941 for service in Newfoundland as a unit of Minesweeper Division 25, Squadron 9 of the Atlantic Fleet. Upon reaching Argentia 2 October she conducted minesweeping patrols out that port until 15 January 1942, and following repairs at Boston, returned to her sweeping duties at Argentia until the spring of 1944.

Grackle put in at Boston 17 May and decommissioned there 25 August 1944. Stricken from the Navy List 16 September 1944, she was transferred to the Maritime Commission for disposal 9 September 1946.

II

(YMS–312: dp. 270; l. 136′; b. 24′6″; dr. 10′; s. 14 k.; cpl. 32; a. 1 40mm.; cl. *YMS–136*)

The second *Grackle* was launched 9 November 1943 by Henry B. Nevins, Inc., City Island, N.Y.; sponsored by Mrs. W. G. Kroepke; and commissioned as *YMS–312*, 6 December 1943, Lt. (j.g.) Ray G. Huling in command. She was redesignated *Grackle* (AMS–13) 18 February 1947.

YMS–312 put in at Key West 4 February 1944 after shakedown and following sound training there steamed to Curacao, arriving 17 February. Escort, minesweeping, and patrol duties in Caribbean waters occupied her until she got underway 1 September 1945 for San Pedro, Calif., and Hawaii.

Her duty in the Pacific terminated 9 April 1946 when *YMS–312* steamed eastward through the Panama Canal for overhaul at Charleston, S.C. On 15 May the minesweeper arrived Norfolk for operations in the Chesapeake Bay until November 1947 when she shifted her base to Charleston. Operations out of this base included tours of service for the Naval Schools Mine Warfare at Yorktown, Va., and the U.S. Naval Mine Countermeasures Station at Panama City, Fla. Periodically *Grackle* engaged in minesweeping operations off Massachusetts near Martha's Vineyard, completing this duty 27 June 1951 when she reported to the Mine Warfare School at Yorktown for duty as a school ship.

On 1 March 1952 she sailed for the Caribbean to join the Mine Force in combined fleet maneuvers off Puerto Rico, Cuba, and the Virgin Islands, and returned to Yorktown near the end of March. Subsequent years were spent in alternate periods of operations that included school ship duties at Yorktown, amphibious exercises along the coast of North Carolina, and mine countermeasures operations along the Eastern seaboard.

Redesignated coastal minesweeper (MSC(O)–13) in February 1955, *Grackle* was placed in service in reserve 16 September 1957 and was stricken from the Navy List 1 March 1963. After conversion to coastal minehunter, she was transferred to the government of Brazil 19 April 1963 under terms of the Military Assistance Program. *Grackle* serves the Brazilian Navy as *Jurvena* (M–14).

III

The third *Grackle* (AM–396) was under construction at the Defoe Shipbuilding Co., Bay City, Mich., when her contract was terminated 12 August 1945.

Grady

George Francis Grady was born 28 April 1920 in New York City and enlisted in the Marine Corps 11 October 1938. Assigned to the 1st Marine Division, Private First Class Grady was killed in action on Gavutu, Solomon Islands, 7 August 1942. Although aware that his weapon was not functioning, Grady rushed three of the enemy who were firing on his squad, engaged them in hand-to-hand combat, and succeeded in overpowering two of them before he himself was killed. For his courage and self-sacrifice, Grady was posthumously awarded the Navy Cross.

(DE–445; dp. 1350; l. 306′; b. 36′8″; dr. 9′5″; s. 24 k.; cpl. 186; a. 2 5″, 2 dct., 8 dcp., 1 dcp. (h.h.); 3 21″ tt.; cl. *John C. Butler*)

Grady (DE–445) was launched by Federal Shipbuilding & Dry Dock Co., Newark, N.J., 2 April 1944; sponsored by Miss Margaret Grady, sister of the namesake; and commissioned 11 September 1944, Lt. Comdr. Francis R. King in command.

Grady conducted her shakedown training at Bermuda 2 October–2 November. Returning to Boston, the ship sailed 17 November for Norfolk, Va., escorting transport *Chilton*, and from Norfolk continued through the Panama Canal to San Diego, where she arrived 4 December. *Grady* sailed immediately via San Francisco for Pearl Harbor, where she arrived 15 December 1944. Until 23 December she operated with carrier *Saratoga* during flight qualifications, rescuing three downed aviators.

With the American offensive in the Pacific then entering its climactic phase, *Grady* departed 26 December 1944 for Eniwetok and Ulithi, arriving the latter base 10 January 1945. For the next month the ship acted as escort to a vital tanker group engaged in refueling units of the 3d Fleet at sea, units then engaged in air strikes against Formosa and the Chinese mainland. She then proceeded off Iwo Jima 10 February to screen escort carriers during the pre-invasion bombardment. During the assault 19 February *Grady* patrolled in an anti-submarine screen, and departed the area 2 March en route to Saipan.

Arriving at Saipan 5 March, *Grady* refueled and departed the next day for Espiritu Santo. Upon her arrival 19 March, the ship joined in preparations for the upcoming Okinawa invasion, last giant step on the long sea road to Japan. She got underway in convoy 25 March, and after stopping at Ulithi arrived off the invasion beaches 9 April. As the bloody fighting raged ashore, *Grady* and the other ships engaged in equally fierce radar and anti-submarine picket duty were savagely attacked by Japanese suicide planes. *Grady* and *Metcalf* downed one of the kamikazes 16 April while at station D–37 off Okinawa. The escort vessel escorted five fast transports to Saipan 5–16 May, and then returned to the picket stations off Okinawa, occasionally helping to provide anti-aircraft fire in the huge transport anchorages. *Grady* continued this arduous duty until 28 June, when she sailed for Leyte Gulf. Arriving 1 July in the Philippines, she was assigned as offshore patrol vessel and remained in the islands until 5 November 1945, twice making convoy voyages to Okinawa.

Grady began the long voyage home 5 November, 2 months after the surrender of Japan. Cruising via Manila Bay and Pearl Harbor, she arrived at San Pedro, Calif., 26 November. Scheduled for deactivation, the ship was towed to San Diego and decommissioned 2 July 1946. Placed in the San Diego Group, Pacific Reserve Fleet, *Grady* remained inactive until 27 April 1947, when she was placed in an "In Service in Reserve" status. For the next 3 years the ship served as a Naval Reserve Training vessel under the 13th Naval District. Based at Bellingham, Wash., she cruised for 2 or 3 week periods training reservists. *Grady* was placed in an "In Commission In Reserve" status 1 August 1950, and recommissioned in the active fleet 21 November 1950. The ship was placed under the 12th Naval District at San Francisco, continuing her important role as training ship for reserve officers and men, and as school ship for Fleet Sonar School, San Diego, Calif. *Grady* decommissioned a second time 18 December 1957 and was placed in reserve at Stockton, California.

Grady received three battle stars for World War II Service.

Graf Waldersee

Original name retained. Named for General Alfred Graf von Waldersee, born in Germany in 1832. In 1881 he became chief assistant to the elder von Moltke to succeed him in 1888 as Chief of the General Staff. He commanded the foreign armies sent to Peking in 1900 to quell the Boxer Rebellion. General von Waldersee died in 1904.

(AP: dp. 25,000; l. 585′; b. 62′; dr. 32′3″; s. 13 k.; cpl. 553)

Graf Waldersee, a Hamburg-America liner built in 1898 to 1899 by Blohm & Voss, Hamburg, Germany, was taken over from Germany at the close of World War I; and commissioned at Spithead, England, 28 March 1919, Comdr. Lemuel M. Stevens in command.

Graf Waldersee was assigned to the Cruiser and Transport Division, NOTS. She arrived at Brest, France, 30 March, and embarked 1,526 passengers, mostly homeward-

bound veterans; departed 7 April and arrived New York 20 April 1919. In two subsequent voyages from New York to Brest (18 May–2 June and 7–30 August), she returned 4,108 additional civilians and troops to the United States. She decommissioned at Stapleton, N.Y. 25 November 1919 and returned to the USSB.

Graffias

Common name of the Star Beta Scorpii in the constellation Scorpio.

(AF–29: d. 7,770 t.; l. 468'11"; b. 63'; dr. 25'11"; sp. 16 k.; cpl. 319; a. 1 5", 4 3"; cl. *Hyades* T C–2–5–E1)

Graffias, ex-*Topa Topa*,was built in 1943 by the Gulf Shipbuilding Corp., Chickasaw, Ala.; acquired by the Navy 19 February 1944; converted by the Bethlehem Steel Co., Baltimore, Md.; and commissioned at Baltimore 28 October 1944, Lt. Comdr. B. P. Caraher in command.

After a brief shakedown along the East Coast, *Graffias* sailed for the Pacific 25 November as a unit of ServRon Ten. Reaching Ulithi 31 December, she discharged her valuable cargo of provisions and returned to San Francisco a month later. Laden with foodstuffs and provisions for the staging areas and the front, *Graffias* made two more San Francisco-Ulithi voyages through May 1945.

The refrigerator-cargo ship returned to Pearl Harbor 31 May and from there sailed again to Ulithi with provisions, returning to Hawaii 14 July. After repairs at Pearl Harbor, *Graffias* sailed to Adak, Alaska, reaching port 18 August. With the Japanese capitulation, she began a new task—bringing desperately needed provisions to the starving island and to American occupation forces. *Graffias* reached Ominato, Honshu, 9 September, and after replenishing American bases at Wakayama, Nagasaki, and Sasebo, sailed for the States with home and discharge-bound passengers. Putting in at Seattle 26 October, she disembarked her passengers and checked into Bremerton Navy Yard for overhaul.

By January 1946 *Graffias* was well embarked on the routine which she was to follow until the Korean War, replenishing scattered American bases across the Pacific. Taking on cargo at Seattle or San Francisco, she would discharge provisions at such far-flung points as Wake, Eniwetok, Kwajalein, Bikini, Okinawa, the Philippines, Guam, Saipan, Formosa, Shanghai, Hong Kong, and Yokosuka. These Pacific replenishment cruises, whose duration was 2½ months on the average, were supplemented by periodic overhauls and participation in various fleet exercises.

When war broke out in Korea in June 1950, *Graffias* sailed to Sasebo, Japan, her new home port, to begin the vital task of provisioning United States and United Nations ships and troops. For three hectic years she shuttled between Sasebo and various at-sea replenishment areas to effect cargo transfer, as well as making frequent stops along the Korean coast.

As the conflict ended with an uneasy armistice in August 1953, *Graffias* remained on duty with the 7th Fleet to continue her essential but unheralded task of replenishing ships and troops. Replenishment cruises took her across the ocean to Hong Kong and Formosa as well as Okinawa and the Philippines. During the intensification of the Quemoy-Matsu situation in the summer of 1955, and thereafter, *Graffias* made frequent stops at Formosa to provision American and Chinese Nationalist forces as well as a beefed-up 7th Fleet.

In the decade that followed, *Graffias* operated almost continuously out of Sasebo supplying American naval ships in Far Eastern ports especially, in the Philippines, Formosa, Hong Kong and Vietnam. She departed Sasebo 26 February 1964 for her new home port San Francisco.

Following a thorough overhaul, she headed westward again 27 June and reached Yokosuka 13 July. On the last day of July, she sailed for Subic Bay, P.I. When North Vietnamese motor torpedo boats attacked U.S. destroyers *Maddox* (DD–731) and *Turner Joy* (DD–951) in the Gulf of Tonkin 4 August, *Graffias* was order to the area to provide logistic support. A week after the attack she replenished the two destroyers and subsequently supplied many other ships of the 7th Fleet. After setting a replenishment record during the deployment by transferring supplies at an average rate of 168.9 short tons per hour, *Graffias* steamed home via Hong Kong, Yokosuka and Pearl Harbor, arriving San Francisco 12 October.

Following two deployments to the Far East in 1965, supporting the Allied struggle in Vietnam, *Graffias* operated along the Pacific Coast in 1966 until sailing for Oriental waters 10 December. On the last day of 1966 she departed Yokosuka to resume underway replenishment operations supplying ships of the 7th Fleet fighting off Vietnam in 1967.

A unit of ServRon 7, she remains today in the Pacific performing this supply and replenishment duty so necessary to the Navy.

Grafton

A county in New Hampshire.

I

(APA–109: dp. 8576 light; l. 492'; b. 69'6"; dr. 26'6"; cpl. 553; s. 17 k.; a. 2 5"; cl. *Bayfield*)

The first *Grafton* (APA–109), formerly *Sea Sparrow*, was launched under Maritime Commission contract by Western Pipe & Steel Co., San Francisco, Calif., 10 August 1944; sponsored by Mrs. S. Belither; and commissioned and acquired simultaneously 5 January 1945, Captain C. D. Emory in command.

After a 10-day period loading supplies and landing craft at Oakland, Calif., *Grafton* conducted her shakedown training off San Pedro. Subsequently, the ship underwent amphibious training 3–19 February before sailing for the great Pacific assaults to come. She departed 10 April with 1,000 Seabees and arrived Pearl Harbor 6 days later. Loading another group of Seabees at Pearl Harbor, *Grafton* sailed 27 April for Samar, Philippine Islands, via Eniwetok and Kossol Roads, and unloaded her Seabees on that busy island 17 May 1945.

Victory was then in sight on battle-scarred Okinawa, and *Grafton* departed Samar 23 May to pick up a B–24 bomber service group in the Palaus. The group was delivered at Okinawa 24 June as the transport anchored off the Hagushi beaches. During the next 4 nights *Grafton* experienced heavy air attacks, assisting the defense of the assault fleet with her anti-aircraft battery. She loaded 1000 Japanese POW's 28 June and sailed for Saipan and Pearl Harbor, where she arrived 13 July and unloaded her prisoners. Three days later *Grafton* was on her way back to San Francisco with wounded, arriving there 22 July 1945.

After a short stay in the United States, *Grafton* got underway 7 August for Pearl Harbor. She arrived 6 days later with fresh troops for the Pacific fighting, then drawing to its close. With the surrender of Japan the transport embarked 5th Marine Division occupation forces and sailed for Japan 1 September 1945. She arrived off Sasebo 22 September after a stop at Saipan and unloaded both the Marines and their equipment. She then sailed for Lingayen Gulf, via Manila, to embark additional occupation troops. Arriving 3 October, the ship loaded troops and steamed toward Japan, passing Okinawa only two days after the great typhoon had devastated the island. She arrived Sasebo 15 October and disembarked her troops.

Grafton was assigned 22 October to the "Magic Carpet" fleet, and departed for Saipan to begin the gigantic task of returning the thousands of veterans to the United States. Arriving 27 October, she loaded 1,700 troops and sailed for San Francisco, arriving 11 November. Subsequently, the ship made two more voyages, both to Guam, and arrived Seattle with her final load of veterans 11 February 1946.

Designated for return to the Maritime Commission,

Grafton sailed for Norfolk, via San Francisco and the Panama Canal, arriving in Hampton Roads 21 March 1946. Decommissioned 16 May, she was returned the next day and subsequently sold to American Mail Lines in 1947, where she serves as *Java Mail*.

II

(PCS–1431: dp. 251; l. 136′; b. 25′; dr. 9′; s. 14 k.; epl. 59; a. 1 40mm., 2 20mm., 2 rkt., 2 dcp., 2 dct.; cl. *PCS–1413*)

The second *Grafton* was laid down as *PCS–1431* by Gibbs Gas Engine Corp., Jacksonville, Fla.; 12 May 1943; launched 2 November; sponsored by Mrs. John R. Thompson; and commissioned 24 March 1944, Lt. George J. Meyer in command.

After shakedown off the coast of Florida *PCS–1431* was assigned to the Fleet Sonar School, Key West, Fla., where she assisted future submariners in learning the skills of offensive and defensive undersea warfare. She remained off Key West throughout the war years, and continued similar services out of Florida from 1946 to 1955.

During May 1955, *PCS–1431* was designated a Naval Reserve training ship. She decommissioned 13 July 1955, and for the next 10 years she performed reserve operations along the Ohio River, including Wheeling, W. Va., and Louisville, Ky. *PCS–1431* was named *Grafton* 15 February 1956. She was struck from the Navy List 1 July 1965, and was sold in April 1966.

Graham

Secretary of the Navy William A. Graham was born in 1804 and died 1875. Graduating from University of North Carolina 1824, he was admitted to the bar 1826. From 1833 he repeatedly was elected to House of Commons, of which he was speaker 1839–40. From 1840–43 he was in the U.S. Senate, and 1844 and 1846, elected Whig governor of North Carolina, declining a third term. From 1850–52, he was Secretary of the Navy, when he organized Perry's Expedition to Japan, during the administration of President Filmore.

(DD–192: dp. 1,215; l. 310′0″; b. 30′11½″; dr. 9′4″; s. 35 k.; cpl. 122; a. 4 4″; 1 3″ AA; 12 21″ tt.)

Graham (DD–192), Torpedo Boat Destroyer, was launched 22 March 1919 by the Newport News Shipbuilding & Drydock Co., Newport News, Va., sponsored by Mrs. Robert F. Smallwood, granddaughter of Secretary of Navy William A. Graham; and commissioned at Norfolk, Va., Navy Yard, 13 March 1920, Lt. Comdr. Paulus P. Powell in command.

Assigned to the Atlantic Fleet, after several trial runs on East Coast, *Graham* was at first given the special duty, together with two other U.S. Destroyers, of a moving picture boat carrying the moving picture photographers, in connection with the International Cup Race, under the auspices of the New York Yacht Club, beginning 15 July 1920 and on alternate days thereafter until 27 July, when the Race was completed.

Graham then joined the Atlantic Torpedo Fleet at Newport, R.I., for exercises and training along the east coast. and for neutrality patrol and exercises off Guantanamo Bay and in Canal Zone. In 1921, she participated in combined division, squadron and fleet maneuvers off South America, visiting Callao, Peru, and Balboa, C.Z., before returning to Hampton Roads, where she took part in the Presidential Fleet Review at Norfolk, Va., in April 1921. She also participated in the historic bombing tests on former German ships off the Virginia coast that summer. 27 October, in company with the 20th Division, she escorted S.S. *Paris*, on which General Fooch was a passenger, to New York, and convoyed that up Ambrose Channel, N.Y. Then she commenced antiaircraft practice. On 12 November 1921 she had a change of status from operative commission to reduced complement. She was en route to New York from Charleston, S.C., when on 16 December she collided with SS *Panama* off the New Jersey coast and had to return to New York.

Graham decommissioned at New York Navy Yard 31 March 1922, and was sold for scrapping, 19 September 1922.

Graham County

Counties in Arizona, Kansas, and North Carolina.

(LST–1176: dp. 3,560 (lt); l. 445′; b. 62′; dr. 16′8″; s. 17 k.; cpl. 172; a. 4 3″; cl. *Suffolk County*)

Graham County (LST–1176) was laid down by Newport News shipbuilding & Drydock Co., Newport News, Va., 4 February 1957; launched 9 September; sponsored by Mrs. Ralph Otis Davis; and commissioned 17 April 1958, Lt. Comdr. Gordon H. McCrea in command.

After shakedown *Graham County* continued tests and repairs throughout 1958. Assigned to the Atlantic amphibious force, the LST engaged in training exercises along the Atlantic coast until late November 1960 when she embarked a detachment of marines and sailed for her first extended deployment. Touching ports in the Caribbean and Brazil, she sailed on to Africa, arriving Monrovia, Liberia, 5 January 1961. She stopped at other ports in Africa including the Congo, where she embarked 500 Guinean troops of the U.N. peacekeeping force for transport to their country. *Graham County* returned to Little Creek, Va., 17 May.

Following the assassination of Dominican Republic President Trujillo in early June, the LST, together with units of the fleet, steamed toward the Caribbean ready to assist if needed. Returning in early July, she resumed training operations for the next 2 years.

On 10 January 1964, *Graham County* with 170 marines on board departed Little Creek for amphibious exercises in the Mediterranean. Training was postponed, however, when the Cyprus erisis errupted; and *Graham County*, along with other units of Amphibious Squadron 4, rushed to the scene prepared for any mission. After 78 consecutive days in the area, she resumed her training exercises with the fleet. Returning home 21 June, *Graham County* resumed amphibious operations in the Atlantic and Caribbean for the rest of the year.

Grainger

A county in Tennessee.

(AK–184: dp. 7,125; l. 338′6″; b. 50′; dr. 21′1″; s. 11.5 k.; cpl. 85; a. 1 3″ 50 cal.; cl. *Alamosa*)

Grainger, ex-M.C. Hull 2115, was launched under Maritime Commission contract 7 May 1944 by the Walter Butler Shipbuilding Co., Inc., Superior, Wis.; sponsored by Mrs. Carl Bong; and commissioned 26 January 1945, Lt. Henry J. Johnson in command.

After shakedown training out of Westwego, La., and Galveston, Tex., *Grainger* was assigned to the Naval Training Center, Miami, Fla., for duty as a school ship. She trained personnel in cargo handling and ship operation and maintenance until 14 September when she departed New Orleans and proceeded by way of the Canal Zone to arrive at San Pedro, Calif., 12 October. Departing San Francisco 31 October *Grainger* sailed for Saipan. Tinian, Guam, and Seeadler Harbor, Manus Island. Having discharged all her cargo she left Manus Island 17 February 1946 and after touching at Pearl Harbor reached San Francisco 13 May. Ten days later *Grainger* proceeded to Seattle, Wash., and arrived there 26 May and began her inactivation overhaul. She was decommissioned there 25 July 1946 and returned to the Maritime Commission the next day. Her name was stricken from the Navy List 15 August 1946.

Grainger was taken into the Navy again 9 May 1947 and commissioned 12 June 1947 at the Puget Sound Naval Shipyard, Bremerton, Wash.; Lt. Comdr. Ralph E. Deckwa, USN, in command, and her name reinstated on

the Navy List 23 June. Departing Bremerton she reached San Diego 18 July then sailed for Port Hueneme, Calif.

Departing Port Hueneme 21 August 1947 *Grainger* touched at Pearl Harbor before she arrived at Guam 19 October to take up duty there. *Grainger* supplied the islands of the Marianas and the Eastern Carolines, with occasional trips to the Palau Islands until 9 April 1949 when she arrived Pearl Harbor. After overhaul *Grainger* cleared Pearl Harbor 13 July and touched at San Francisco before reaching Seattle 16 August. Departing Seattle 28 August she carried out cargo operations at Kodiak and Adak, Alaska, before returning to Seattle 2 October 1949.

Grainger cleared Seattle a week later to take up her duty at Guam again, arriving there 20 December. She carried out her operations for the next 6 months supplying the Marshalls and the Marianas.

With the outbreak of hostilities in Korea and shortage of ammunition ships in the Far East *Grainger* loaded with aircraft ammunition and cleared Guam 14 July 1950. She was to rendezvous with Admiral Struble's Task Force 77 on the 23d and rearm the carrier *Valley Forge*, but due to weather conditions had to complete her mission in Sasebo, Japan, the next day. Here *Grainger* was assigned to the Logistics Support Group (Captain B. L. Austin) for the 7th Fleet as a replenishing ammunition ship. She continued this important job until 15 September when she got underway for the objective area in support of the landings at Inchon, one of the most successful amphibious operations in history. *Grainger* participated in the landings 16 September and after landing her cargo remained in Inchon Harbor until 7 October, when she retired to Sasebo.

Departing Sasebo 21 October 1950 *Grainger* returned to Guam on the 28th and resumed her task of logistic support to the Marianas and the Carolines. Departing Kwajalein 2 March 1951 *Grainger* sailed for Pearl Harbor arriving 13 March. Here she took up duty contributing logistic support to Midway Island and Kwajalein atoll until 18 June 1953. The ship then cleared Pearl Harbor to take up duty in Sasebo, where she arrived 12 July. With the exception of a voyage to Inchon, Korea, with refrigerated and dry stores for occupation troops (6–13 October) *Grainger* steamed between Sasebo and Yokosuka until 19 March 1954, returning to Pearl Harbor 2 April to take up her familiar runs to Kwajalein and Midway. 5 March 1955 found *Grainger* again rotating to Sasebo where she arrived 29 March. Her visits included Buckner Bay, Okinawa; Subic Bay, P.I.; Kaohsiung, Formosa; and Hong Kong.

Grainger departed Yokosuka 11 September and going by way of Pearl Harbor reached Long Beach, California 20 October 1955; 2 days later she shifted to San Diego to undergo inactivation overhaul. *Grainger* decommissioned there 7 February 1956 and was turned over to the San Diego Group, Pacific Reserve Fleet. *Grainger* remained out of commission in reserve there until she was disposed of and her name stricken from the Navy List 1 April 1960.

Grainger received two battle stars for Korean service.

Grampus

A species of dolphin.

I

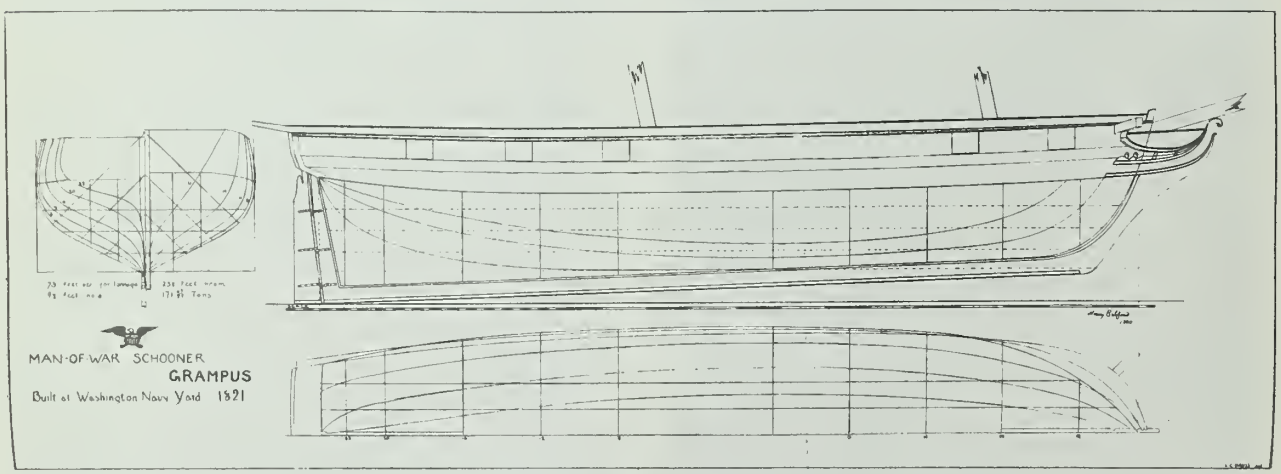
(Sch: dp. 171½; l. 97′; b. 23′6″; dph. 9′6″; cpl. 64; a. 12 guns)

The first *Grampus*, a schooner built at Washington Navy Yard under the supervision of naval constructor William Doughty on a design by Henry Eckford was laid down in 1820 on a 73-foot keel; and launched in early August 1821. The necessity of suppressing piracy and of maintaining ships to catch slavers led to the building of five such schooners, largest of which was *Grampus*. This was the first building program undertaken by the Navy since the War of 1812.

Lt. F. H. Gregory commanded *Grampus* on her first cruise, which took her to the West Indies in pursuit of pirates. In the company of *Hornet*, *Enterprise*, *Spark*, *Porpoise*, and *Shark*, *Grampus* engaged in convoying merchant vessels throughout 1821, the presence of the squadron having a marked effect on piratical activity among the islands.

On 16 August 1822, *Grampus* gave chase to a brig flying Spanish colors, but which Lt. Gregory suspected was a pirate. When he called upon her commander to surrender, he was met with cannon and small arms fire. To this rebutt, *Grampus* answered in turn, and reduced the bogus Spaniard to a floating wreck in 3½ minutes. The brig struck her colors and Lt. Gregory discovered that she was *Palmyra*, a Puerto Rico-based pirate carrying the papers of a privateer as a subterfuge.

Grampus continued her duties in the protection of shipping in the Caribbean Sea and in the South Atlantic Ocean until August 1841, when she was detached from the African Squadron while lying at Boston Navy Yard. Attached to the Home Squadron at Norfolk, Va., 23 January 1843, *Grampus* was lost at sea in March, presumably after having foundered in a gale off Charleston, S.C.



II

(SwStr: t. 230; l. 180′ b. 27′; dph. 5′)

Rear Admiral D. D. Porter purchased *Grampus*, formerly *Ion*, for the U.S. Navy on 22 July 1863 at Cincinnatti, Ohio, for $9,750.00. She was utilized as a receiving ship in the Mississippi Squadron, and stationed at Cincinnati, Ohio. By 14 November 1863, Acting Master Elijah Sells in command, she was recognized as a "nice little receiving vessel in first-rate order," but contained no furnishings or weapons other than 10 cutlasses and revolvers.

Acting Ens. C. W. Litherbury in command, *Grampus* at Cincinnati, Ohio, assisted in stripping of certain ships for conversion to gunboats, and effected their delivery to fleet staging points for the Mississippi Squadron, principally Cairo and Mound City, Ill. *Grampus* was sold to D. D. Holliday & Bros on 1 September 1868 at Mound City, Ill.

III

The third *Grampus* (SS–4), commissioned 9 June 1908 and was renamed *A–3* (*q.v.*) 17 November 1911.

IV

(SP–1708: l. 126′)

The fourth *Grampus*, originally *Boothbay*, was built by Neafie and Levy, Philadelphia; purchased from the Eastern Steamship Line of Boston; and commissioned 14 December 1917 at the Boston Navy Yard. Her name was changed to *Grampus* November 1920. Assigned to ferry service between the Washington Navy Yard, Indian Head, Md., and Dahlgren, Va., *Grampus* decommissioned 11 December 1930. Her name was struck from the Navy List on 30 December 1930 and she was later sold to the Buxton Line of Norfolk, Va.

V

(SS–207: dp. 1,475 t.; l. 307′2″; b. 27′3″; dr. 13′3″; s. 20 k.; a. 10 tt., 1 3″; cpl. 59; cl. *Tambor*)

The fifth *Grampus* (SS–207), built by the Electric Boat Co. of Groton, Conn., was launched 23 December 1940; sponsored by Mrs. Clark H. Woodward; and commissioned 23 May 1941 at New London, Lt. Comdr. Edward S. Hutchinson in command.

After shakedown in Long Island Sound, *Grampus* sailed to the Caribbean with *Grayback* on 8 September to conduct a modified war patrol, returning to New London 28 September. The Japanese attack on Pearl Harbor found *Grampus* undergoing post-shakedown overhaul at Portsmouth, N.H., but soon ready for war on 22 December, she sailed for the Pacific, reaching Pearl Harbor on 1 February 1942 via the Panama Canal and Mare Island.

On her first war patrol (8 February–4 April 1942) *Grampus* sank an 8,636-ton tanker, the only kill of her short career, and reconnoitered Kwajalein and Wotje atolls, later the scene of bloody but successful landings. *Grampus*'s second and third patrols were marred by a heavy number of antisubmarine patrol craft off Truk and poor visibility as heavy rains haunted her path along the Luzon and Mindoro coasts. Both patrols terminated at Fremantle, Australia.

Taking aboard four coast watchers, the courageous men who were stationed on Japanese-held islands to radio back vital information on shipping, military buildup, and weather, *Grampus* sailed on 2 October 1942 for her fourth war patrol. Despite the presence of Japanese destroyers, she landed the coast watchers on Vella Lavella and Choiseul Islands while conducting her patrol. This patrol, during the height of the Guadalcanal campaign, took *Grampus* into waters teeming with Japanese men-of-war. She sighted a total of four enemy cruisers and 79 destroyers in five different convoys. Although she conducted a series of aggressive attacks on the Japanese ships, receiving 104 depth charges for her work, *Grampus* was not credited with sinking any ships. She returned to Australia 23 November.

Grampus' fifth war patrol (14 December 1942–19 January 1943) took her across access lanes frequented by Japanese submarines and other ships. Air and water patrol of this area was extremely heavy and although she conducted several daring attacks on the 41 contacts she sighted, *Grampus* again was denied a kill.

In company with *Grayback*, *Grampus* departed Brisbane on 11 February 1943 for her sixth war patrol from

USS *Grampus* (SS–4), renamed *A–3* on 17 November 1911

which she failed to return; the manner of her loss still remains a mystery today. Japanese seaplanes reported sinking a submarine on 18 February in *Grampus'* patrol area, but *Grayback* reported seeing *Grampus* in that same area on 4 March. On 5 March two Japanese destroyers, themselves lost 2 days later, conducted an attack in Blackett Strait, where a heavy oil slick was sighted the following day, indicating *Grampus* may have been lost there in a night attack or gun battle against the DD's. When repeated attempts failed to contact *Grampus*, the valiant submarine was reluctantly declared missing and presumed lost with all hands. Her name was struck from the Navy list on 21 June 1943.

Grampus received three battle stars for World War II service. Her first, fourth, and fifth war patrols were designated successful.

VI

(SS–523: dp. 1,570; l. 311'8"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 76; a. 10 21" tt.; cl. *Tench*)

Built at the Naval Shipyard, Boston, *Grampus* (SS–523) was begun in 1944 but left uncompleted at the end of the war. Construction was resumed in 1948, and *Grampus* launched 26 October 1949, Mrs. Clark H. Woodward, who also sponsored the previous *Grampus*, sponsor. She commissioned the same day, Comdr. George F. Sharp in command.

With her new snorkeling equipment, which permitted her to remain submerged for periods far longer than the World War II fleet class ships, *Grampus* served as a prototype for the "Guppy" class submarines and also incorporated many features to appear later in nuclear submarines. Attached to SubDiv 61 at Norfolk, she has participated in a variety of exercises along the East Coast and in the Caribbean, including torpedo and attack exercises, snorkeling tests and demonstrations, and antisubmarine training. *Grampus* also did a great deal of work with the early HUK (Hunter-Killer) antisubmarine patrols, now a vital part of American defenses, to whose development she greatly contributed.

From 5 January to 2 April 1955 *Grampus* proceeded independently to the Mediterranean, where she "showed the flag" at Algiers, Naples, Barcelona, Malta, Beirut, Monaco, and Gibraltar before returning to Norfolk and her routine of exercises and tests, spaced with regular overhauls at Portsmouth and Philadelphia. During the late 1950's and early 1960's *Grampus* operated out of Norfolk in the North Atlantic.

Under the command of Lt. Comdr. D. A. Kilmer, *Grampus* sailed with Task Force "Alfa" for 6 weeks prior to 13 February 1964. On 3 April, she deployed with the 6th Fleet in the Mediterranean Sea until 3 August.

She operated out of the Virginia Capes until entering Philadelphia Naval Shipyard in mid-April 1965 for overhaul. After refresher training and shakedown in the fall, *Grampus* operated along the East Coast engaging primarily in ASW exercises.

She departed Norfolk 13 May 1966 for the eastern Atlantic and Northern European countries to participate in NATO ASW exercises. Back in Norfolk 30 August, she resumed operations in the Virginia Capes area and Caribbean until sailing 29 December to Philadelphia for repairs in the naval shipyard. Shipshape again, she resumed operations with the Atlantic Fleet.

Grand Canyon

A western landmark, the grand canyon of the Colorado River.

(AD–28: dp. 11,755; l. 492'; b. 69'6"; dr. 27'6"; s. 18 k.; cpl. 977; a. 2 5", 8 40mm., 12 20mm.; cl. *Shenandoah*)

Grand Canyon (AD–28) was launched 27 April 1945 by Todd-Pacific Shipyard, Inc., Tacoma, Wash.; sponsored by Mrs. W. L. Mann; and commissioned 5 April 1946, Captain W. D. Hoover in command.

After brief shakedown off the coast of southern California *Grand Canyon* departed Port Townsend, Wash., 26 June 1946 en route Newport, R.I., via the Canal Zone. She arrived Newport 20 July. Assigned the task of keeping our destroyers in operation, *Grand Canyon* cleared Newport 17 September 1946 for her first tour with the 6th Fleet in the Mediterranean. After a visit to Palermo, Sicily, and a 4½-month stay at Naples she returned to the States, arriving Norfolk 1 March 1947.

Between 1 November 1947 and 12 November 1954 *Grand Canyon* continued her support of 6th Fleet destroyers, making six Mediterranean deployments. During this time she participated in some of the largest peacetime service operations ever undertaken.

Grand Canyon continued her tender duties in the U.S. until 24 September 1956 when she again departed for the the Mediterranean for her eighth tour. By 20 October the Suez Crisis had reached the serious stage and the majority of the 6th Fleet proceeded into the Eastern Mediterranean. During this period *Grand Canyon*, as flagship, took part in fleet exercises and visited the ports of August Bay, Sicily; Messina, Sicily and Taranto, Italy. As the Suez problem subsided she sailed for Cannes, France, 20 December, in time for the Christmas holidays. *Grand Canyon* returned to Fall River, Mass., 13 March 1957.

The third of September 1957 found *Grand Canyon* underway with other units of the Atlantic Fleet, this time to participate in NATO fall exercises. By the 16th she had crossed the Arctic Circle operating west of Norway. After visits to Trosmo, Norway and Portland, England, *Grand Canyon* returned Newport, R.I. 21 October.

Grand Canyon continued her tender duties out of Fall River, Mass., until 1 August 1958 when she sailed for Suda Bay, Crete, to support the 6th Fleet in operations off Lebanon. For the next 4 months she supported destroyers and other types while helping to stabilize the situation and block aggression in Asia Minor. Besides Suda Bay, *Grand Canyon* visited Izmir, Turkey; Athens, Greece; Naples, Italy; and Barcelona, Spain, before returning home in December.

Grand Canyon spent most of 1959 with tender duties at Newport except for duty at Charleston, S.C., between 29 August 1959 and 11 January 1960. She cleared Charleston 11 January 1960 to participate in Operation "Springboard," returning to Newport 7 February; thence to Bermuda and New York before returning to Newport. Between October 1960 and August 1961 *Grand Canyon* tended ships at Newport, Boston, and Norfolk.

After her ninth Mediterranean tour August 1961 to March 1962 *Grand Canyon* returned to Newport and again took up her duties there until the fall. She proceeded to San Juan, P.R., arriving 3 November 1961 to start tending ships of the South Atlantic Blockading Fleet during the Cuban missile crisis and subsequent quarantine. *Grand Canyon* again helped demonstrate the mobility and versitility of sea power. She returned to Newport 5 December.

Grand Canyon made her tenth deployment to the Mediterranean between 6 February and 27 June 1963. The ship entered Bethlehem Steel Yards, East Boston, Mass., for modernization and refitting. With the completion of modernization 3 January 1964, *Grand Canyon* sailed for Guantanamo Bay and San Juan, P.R., on training cruises. Returning to Mayport, Fla., 11 May, she tended destroyers there until her departure for Newport, R.I., 20 June for similar duties at that station.

On 27 November, *Grand Canyon*, departed Newport for her 11th Mediterranean cruise, relieving *Shenandoah* (AD–26) as 6th Fleet tender. She reached Palma, Mallorca, 11 December and until 16 April 1965 tended ships in French, Italian, and Spainsh ports. After returning to Newport 27 April, she served there and at Norfolk, Va., during the next 11 months. Between 29 March 1966 and 12 August she again served ships of the 6th Fleet in the Mediterranean. During the remainder of the year she operated out of Newport. Into 1967 *Grand Canyon* continued to provide tender and repair facilities for destroy-

er-type ships of the Atlantic Fleet and the mighty 6th Fleet.

Grand Forks

A city in North Dakota.

(PF–11: dp. 1,246; l. 304′; b. 38′; dr. 12′; s. 20 k.; cpl. 141 a. 3 3″ 2 40mm.; cl. *Tacoma*)

Grand Forks was launched by Kaiser Co., Richmond, Calif.; 27 November 1943, Mrs. T. H. Thoreson sponsor. She commissioned 18 March 1944, Lt. Comdr. Christian W. Peterson, USCG, in command.

After shakedown, 7 August 1944 *Grand Forks* sailed from San Francisco to take station in the Northern Pacific off the California coast as a plane guard ship, returning to San Francisco 3 September. She continued on this duty until decommissioning, spending an average of 3 weeks at sea and 2 in port. Late in the night 11 October 1944 *Grand Forks* picked up a distress call from a PB2Y about to make an emergency landing. Sending up flares and star shells to guide the plane through the dark, *Grand Forks* rescued 15 crewmen and passengers from the sea, as well as 114 sacks of mail.

While in port from guard duty on 31 May 1945, *Grand Forks* was toured by several members of the American delegation to the San Francisco Peace Conference, including Secretary of State and Mrs. Edward Stettinius, Nelson Rockefeller, and Alger Hiss.

She continued on plane guard duty until 19 March 1946 and then sailed from San Francisco to Charleston, S.C., where she decommissioned 16 May 1946. *Grand Forks* was stricken from the Navy Register 19 June 1946; sold to J. C. Berkwit & Co. of New York 19 May 1947, and scrapped 1 November 1947.

Grand Gulf

A Confederate stronghold on the Mississippi below Vicksburg, Va.

(ScStr: t. 1200; l. 210′4″; b. 34′6″; dph. 20′6″; s. 11.5 k.; a. 1 100-pdr., 2 30-pdrs., 3 8″.)

Grand Gulf was purchased in New York as *Onward* 14 September 1863 from her builders, Cornelius and Richard Poillon; and commissioned 28 September 1863, Comdr. George Ransom in command.

Grand Gulf stood to sea from New York on 11 October and 9 days later joined the North Atlantic Blockading Squadron off Wilmington, N.C. Her two exits to the sea at Beaufort and the Cape Fear River made Wilmington one of the most important and most difficult to blockade of all Confederate ports. She remained on blockade duty there, with intervals for repair at the New York and Norfolk Navy Yards, until 4 October 1864.

On 21 November 1863, assisted by Army Transport *Fulton*, *Grand Gulf* took blockade runner *Banshee* with a general cargo of contraband from Nassau. Off the Carolina coast, *Grand Gulf*, 6 March 1864, captured the British steamer *Mary Ann* trying to run the blockade with a cargo of cotton and tobacco; seizing the cargo and 82 passengers and crew members, *Grand Gulf* put a prize crew on the steamer and sent her to Boston. A second British ship, *Young Republic*, fell captive to *Grand Gulf* after a wild chase 6 May 1864, with both ships steaming at full speed and the blockade runner throwing overboard bale after bale of precious cotton and even the anchor chain in a futile attempt to lighten ship. *Grand Gulf* garnered some 253 bales of cotton as well as 54 prisoners from this prize. Two weeks later, Rear Admiral S. P. Lee wrote Ransom congratulating him on taking the prize; "Every capture made by blockaders deprives the enemy of so much of the 'sinews of war,' and is equal to the taking of two supply trains from the rebel Army."

Returning to New York 4 August 1864, she was ordered out in search of the Confederate raider *Tallahassee*, reported in Long Island Sound. However, 17 August she gave over the search to tow into port demasted brig *Billow*, and claim her as a prize. *Billow* had been captured by *Tallahassee;* scuttled but did not sink *Grand Gulf* left New York 23 September to convoy California steamer *Ocean Queen* to Aspinwall (now Colon), Panama, arriving

USS *Solcy* (DD–707) alongside USS *Grand Canyon* (AD–28) at Augusta, Sicily, 16 December 1950

there 3 October and returning to New York 16 October. From 24 October to 16 November she and *Ocean Queen* repeated the voyage. One day from New York on the outward passage, *Grand Gulf*, herself leaking badly, took into tow sinking British bark *Lindcn*. She then put into New York Navy Yard for extensive repairs.

With the ironclad *Casco* in tow, *Grand Gulf* put to sea 8 March 1865; arriving at Hampton Roads 12 March, she left *Casco* there and 17 March sailed to join the West Gulf Blockading Fleet off Galveston. She reached Galveston 4 April and remained on blockade duty until 25 June, when she steamed up the Mississippi to New Orleans. There she served as a prison ship and site for courts martial until 18 October, when she cleared New Orleans for New York.

Arriving in New York 2 November, *Grand Gulf* decommissioned 10 November and was sold 30 November to C. Comstock & Co. She was later resold to William F. Feld & Co. of Boston; renamed *Gencral Grant;* and put in service in their Merchants of Boston SS. Co. operating between Boston and New Orleans. She burned and sank at a wharf in New Orleans 19 April 1869.

Grand Island

A city in Nebraska.

(PF–14: dp. 1,430; l. 304′; b. 38′; dr. 12′; s. 20 k.; a. 3 3″, 2 40mm.; cl. *Tacoma*)

Grand Island, a patrol frigate, was originally PG–122 and launched by Kaiser Cargo, Inc., Richmond, Calif., 19 February 1944; as PF–14; sponsored by Mrs. William Shackleton; and commissioned 27 May 1944, Lt. Comdr. H. L. Morgan in command.

After completing her shakedown cruise off the coast of southern California, *Grand Island* reported for duty with the 12th Naval District 12 September 1944. She subsequently performed weather station and plane guard duty out of San Francisco and participated in several training exercises with patrol forces on the West Coast. She also was engaged from time to time in antisubmarine escort duty. *Grand Island* departed San Francisco 26 March 1946, arrived Charleston, S.C., 13 April 1946 via the Canal Zone, and was turned over to the 6th Naval District for disposal. She decommissioned 21 May 1946 and was stricken from the Navy Register 19 June. Declared not essential to the defense of the United States, the frigate was turned over to the State Department Foreign Liquidation Corporation and finally transferred to Cuba 16 June 1947, where she serves as *Maximo Gomez.*

Grand Rapids

A city in Michigan.

(PF–31: dp. 1,430; l. 303′11″; b. 37′6″; dr. 13′8″; s. 20 k.; cpl. 190; a. 3 3″, 2 40mm.; cl. *Tacoma*)

Grand Rapids (PF–31), formerly designated PG–139, was launched by Walter Butler Shipbuilders, Inc., Superior, Wis., 10 September 1943; sponsored by Mrs. Ted Booth; and commissioned 10 October 1944, Lt. Comdr. T. F. Knoll, USCG, in command. The ship had been taken down the Mississippi River and outfitted at Plaquemine, La., before being commissioned at New Orleans.

Outfitted as a weather ship, *Grand Rapids* sailed 17 October for Bermuda and her shakedown cruise, but was damaged at sea by a hurricane and returned to Algiers, La. for repairs. She proceeded toward Bermuda again 27 October, and after her shakedown training put in at Boston, 4 December 1944. *Grand Rapids* steamed out of Boston 6 January 1945 for duty as a weather picket ship off Newfoundland.

Grand Rapids operated as a weather ship out of Argentia until returning to Boston 6 June 1945. The ship soon sailed for her station 7 July, and continued sending vital weather reports for the north Atlantic area until finally returning to Boston 15 January 1946. *Grand Rapids* decommissioned at Boston 10 April 1946, was sold to Sun Shipbuilding & Dry Dock Co., Chester, Pa., 14 April 1947, and subsequently scrapped.

Grand River

Rivers in Louisiana, Michigan, Iowa, Missouri, South Dakota; formerly the name of the Colorado River from its source to its junction with the Green River in southeastern Utah.

(LSMR–505: dp. 790; l. 206′3″; b. 34′6″; dr. 7′2″; s. 13 k.; cpl. 138; a. 1 5″, 4 40mm., 8 20mm., 4 4.2″ m., 10 rkt.; cl. *LSMR–401*)

Grand River (LSMR–505) was laid down as *LSMR–505* on 31 March 1945 by Brown Shipbuilding Co., Inc., Houston, Tex.; launched 28 April 1945; and commissioned 14 June 1945, Lt. Hall B. Wessinger in command.

After shakedown along the East Coast, *LSMR–505* departed Portsmouth, Va., 7 August for duty in the Pacific. As World War II came to an end, *LSMR–505* was assigned to Squadron 3 operating along the West Coast. Based at San Diego, she engaged in training exercises off California until March 1946. Arriving Astoria, Oreg., 22 March, *LSMR–505* reported for duty in an inactive status. She decommissioned 20 May 1946 and entered the Pacific Reserve Fleet. While berthed in the Columbia River Reserve Group, she was named *Grand River* 1 October 1955. Her name was struck from the Navy List 1 October 1958.

Grange Victory, see *Pvt. Joseph F. Merrill* (AKV–4)

Granite

Natural igneous rock formation, usually white, red, or grey, very hard and durable. Figuratively, unyielding firmness or endurance.

(Slp: t. 75; a. 1 32-pdr.; 1 30-pdr.)

Granite, wooden sailing sloop. was transferred from Light House Board 19 January 1862, and assigned in North Atlantic Blockading Station to Sound of North Carolina in Goldsborough's Expedition to Roanoke Island, Acting Master's Mate Ephraim Boomer in command.

She participated in the capture of Confederate works on Roanoke Island, N.C., 7–8 February 1862. For the remainder of the Civil War, she operated in the sounds of North Carolina.

Granite decommissioned at Washington 29 June 1865 and was returned to the Lighthouse Board.

Granite City

A city in Illinois.

(SwStr: t. 450; l. 160′; b. 23′; dph. 9′2″; a. 6 24-pdr. howitzers, 1 12-pdr. rifle)

Granite City was originally a Confederate blockade runner, and was captured in the Bahama Islands 22 March 1863 by U.S.S. *Tioga*. She was bought by the United States from the New York Prize Court for $55,000 and delivered to the Navy at New York 16 April 1863, Acting Master Charles W. Lamson in command.

Assigned to the Western Gulf Blockading Squadron, *Granite City* arrived in New Orleans for duty 27 August 1863. She was detained for a time in quarantine because of sickness on board, but departed 4 September to take part in the ill-fated Sabine Pass Expedition, which was intended to provide a Union lodgement in Texas and prevent possible French moves into that State from Mexico. *Granite City* was ideally suited to help support the troop landings because her shallow draft allowed her to cross the bar and lie close to shore. She crossed the bar in

company with *Sachem*, *Clifton*, and *Arizona* on 8 September, but the withering fire of Confederate batteries forced the gunboats and their transports to withdraw. *Sachem* and *Clifton* were disabled and captured in the action, though *Granite City* suffered no damage.

For the next 8 months, *Granite City*, though often in need of repairs to her weak machinery, actively participated in the blockade of the Texas coast. She captured schooner *Anita* 27 October 1863, schooner *Amelia Ann* 16 November, and bark *Teresita* 17 November. In addition, the steamer supported two landings of troops on the Texas coast. With *Sciota*, she shelled Confederate cavalry off Pass Cavallo 31 December 1863, allowing Union reconnaissance forces to land successfully. Again on 19 January 1864, the two ships covered the landing of several hundred troops near Smiths Landing, Tex., and defended them by shelling shore positions.

After 3 more months of grueling blockade duty, *Granite City* was dispatched with steamer *Wave* to Calcasieu Pass, La., to receive refugees. While engaged in this duty, 28 April 1864, the ships were attacked by Confederate troops and shore batteries. After an hour's sharp engagement, both ships surrendered, placing *Granite City* in Confederate hands for the second time.

Fitted out as a Confederate blockade runner, her original occupation, *Granite City* was loaded at Galveston and ran out of Velasco, Tex., 20 January 1865. The night was foggy and she succeeded in eluding the blockading squadron for a time, but the next day she was chased ashore by steamer *Penguin*, and soon broke up on the beach.

Granite State

A sobriquet applied to the State of New Hampshire.

Ship-of-the-line *New Hampshire* (*q.v.*) was renamed *Granite State* 30 November 1904 while out of commission at New York City.

Grant

A Coast Guard name retained.

Grant was a revenue cutter built in 1870 and 1871 by Pusey & Jones Corp., Wilmington, Del. She served the Revenue Cutter Service in both the Atlantic and Pacific preventing smuggling and protecting shipping. At the outbreak of the War with Spain, she was ordered to cooperate with the Navy 11 April 1898. Throughout the conflict, she patrolled the Pacific coast and was returned to the Treasury Department 15 August 1898. *Grant* continued to serve the Revenue Cutter Service in the Pacific until sold to A. A. Cragin of Seattle, Wash., 28 November 1906.

Grant, Albert W., see *Albert W. Grant* (DD–649)

Grant, President, see *Harris* (AP–8)

Grant, U. S., see *U. S. Grant* (AP–29)

Grant County

Counties in Arkansas, Indiana, Kansas, Kentucky, Louisiana, Minnesota, Nebraska, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Washington, West Virginia, and Wisconsin.

(LST–1174: dp. 3,560 (lt.); l. 445′; b. 62′; dr. 16′8″; s. 17 k.; cpl. 172; a. 4 3″; cl. *Suffolk County*)

Grant County (LST–1174) was laid down by Avondale Marine Ways, Inc., Avondale, La., 15 March 1956; launched 12 October 1956; sponsored by Mrs. John Martin Higgins; and commissioned 17 December 1957, Lt. Comdr. R. B. Nichols in command.

After shakedown, *Grant County* performed amphibious exercises along the Atlantic coast and in the Caribbean throughout 1958. From 1958 to 1962 the LST excelled in training and experimental amphibious operations in the Atlantic, Caribbean, and on two occasions the Mediterranean (1958, 1961).

Following operations with Marines at Camp Pendleton in October 1962, *Grant County* was dispatched to Florida for assignment during the Cuban missile crisis. Her constant training paid dividends, for the show of strength displayed by the Navy averted an atomic catastrophe, and once again left undisputed America's claim to superiority of the sea. When the crisis eased, *Grant County* resumed her training, and remained on alert in the event of another flare-up.

In May 1965, the Communist threat to the Western Hemisphere struck again, this time in the Dominican Republic. President Johnson ordered Marines to the Caribbean island to protect American interests and help stabilize the government. When the situation showed signs of diminishing, *Grant County* departed Little Creek, Va., 1 June for the Caribbean. She embarked Marines and Seabees stationed in the Dominican Republic and returned them to the United States. On 3 October she sailed for another Mediterranean deployment and participated in amphibious exercises before returning home 31 March 1966.

During the next 4 months *Grant County* participated in intermittent amphibious exercises along the Atlantic Coast and in the Caribbean. During August she made two runs to the Dominican Republic to return troops and equipment to the United States. She continued shuttle runs along the East Coast until 1 December when she began a 3-month overhaul. In March 1967 she resumed training and readiness operations with amphibious forces, and at present she ranges the seas from the Virginia Capes to the Caribbean while maintaining the efficiency and readiness of her crew and equipment.

Granville

A county in North Carolina.

(APA–171: dp. 12.450; l. 455′; b. 62′; dr. 24′; s. 18 k.; cpl. 536; a. 1 5″; cl. *Haskell*)

Granville (APA–171) was launched 23 October 1944 by the Oregon Shipbuilding Corp., Portland, Oreg., under a Maritime Commission contract; sponsored by Mrs. Lowell Stockman; transferred to the Navy 21 November 1944 and commissioned the same day, Captain R. A. MacKerracher in command.

Granville began her transport duties when she cleared San Francisco 26 January 1945 carrying passengers to Pearl Harbor, the Marshalls, Carolines and Marianas. Departing Honolulu 18 April 1945 *Granville* sortied from Saipan 2 May to land 1,350 troops of the 10th Army on Okinawa 6–8 May. Already begun, Okinawa was the climax of America's amphibious sweep across the Pacific.

Departing Okinawa 15 May 1945 *Granville* delivered casualties to San Francisco 10 June via Ulithi, Guam and Pearl Harbor. Clearing San Francisco 26 June she called again at Okinawa with more troops. *Granville* departed Okinawa 23 August and loaded occupation troops at Lingayen Gulf 10–20 September 1945. Putting her troops ashore at Wakayama, Japan, 25 September she called at Mindanao, P.I., 9–14 October to embark 1,447 troops of the 2d Battalion, 34th Infantry Regiment. *Granville* sailed from Mindanao 15 October and landed her troops at Matsuyama 21–24 October 1945; part of the 5th Fleet landing of X Corps (Central Occupation Group), 6th Army in Kyushu and western Honshu.

Departing Matsuyama, Japan 28 October 1945, *Granville* was assigned to the "Magic-Carpet" fleet carrying veteran troops to the United States from the Solomons, New Guinea, Admiralties, New Hebrides, and New Cale-

donia. She returned to San Francisco from her last voyage 25 January 1946, sailed from San Francisco 15 February and reached Norfolk 9 March 1946 via the Canal Zone.

Granville decommissioned there 10 May 1946. She was returned to the Maritime Commission the next day and her name stricken from the Navy List 21 May 1946. Placed in the National Defense Reserve Fleet, she is now berthed in James River, Va.

Granville earned one battle star for World War II service.

Granville S. Hall

Granville Stanley Hall was born in 1846 at Ashfield, Mass., and graduated from Williams College in 1867. After teaching at Antioch and Harvard and studying psychology in Germany, Hall organized a psychological laboratory at Johns Hopkins in 1882. Soon becoming a leader in his field, he founded the "American Journal of Psychology" in 1887; authored numerous books and articles; and served as first President of Clark University 1889 to 1920. He died in 1924.

(YAG–40: dp. 11,600; l. 442′; b. 57′; dr. 28′; s. 10 k.; cpl. 8 to 15)

Granville S. Hall (YAG–40), a Liberty ship, was launched under Maritime Commission contract 24 October 1944 by J. A. Jones Construction Co., Inc., Panama City, Fla.; sponsored by Mrs. Isabelle Gabriel; and placed in service in October 1944 for Coast-Wise Lines. She operated as a general merchant cargo vessel until entering the National Defense Reserve Fleet, Suisun Bay, Calif., June 1952.

Taken out of reserve in May 1953, *Granville S. Hall* was transferred to the Navy and designated YAG–40. The ship was fitted out with scientific instruments of all kinds, including nuclear detection and measurement devices. These enabled her to explore fallout areas and carry out ship decontamination tests. *Granville S. Hall* was also equipped with remote control devices which allowed her to be operated by a small crew in a sealed hold, and thus making her able to explore fallout areas of heavy concentration.

Granville S. Hall operated in an "Inservice" category until 1957, taking part in Operation "Castle," atomic bomb tests March–May 1954 and other radioactivity and remote control tests designed to enrich the Navy's and mankind's knowledge of these scientific areas. She was placed in the San Diego Reserve Fleet in late 1957.

The ship was reactivated in May 1962 and commissioned 20 October 1962, at Triple A Machine Shop, San Francisco, Calif., Lt. Comdr. H. W. Kepler in command . With her sister ship, *George Eastman*, she arrived Pearl Harbor 24 November for underway training, and following completion resumed her scientific work. Since 1962 she has operated in waters off Hawaii carrying on experiments in ship protection and scientific warfare, and at present continues her vital role.

Grapeshot

Acquired in January 1877, *Grapeshot* served as an ordnance tug at New York until she was sold 1 January 1880.

Grapple

To take hold of.

(ARS–7: dp. 1,897; l. 213′6″; b. 39′; dr. 14′1″; s. 14.8 k.; cpl. 120; a. 4 40mm.; cl. *Diver*)

Grapple (ARS–7) was launched by Basalt Rock Co., Napa, Calif., 31 December 1942; sponsored by Mrs. Thomas D. Rose; and commissioned 16 December 1943 at Vallejo, Calif., Lt. Robert Fisher in command.

One of the first ships designed to operate as a combat-salvage vessel, *Grapple* conducted shakedown off the California coast until 15 February 1944 when she sailed for Pearl Harbor with barge *YW–69* in tow. With three barges in tow, she departed Pearl 21 March 1944, proceeded via Majuro and Tarawa to Espiritu Santo, New Hebrides, Florida Island, and Guadalcanal. There *Grapple* performed miscellaneous screening exercises and readied for her part in the upcoming invasion of Guam, another step in America's sweep to victory across the Pacific. On 15 June she came under enemy attack for the first time as three Japanese dive bombers came out of the sun in a surprise attack. Alert antiaircraft crews shot down one of them and seriously damaged another.

Grapple cleared Kwajalein, staging area for the Guam assault, on 15 July, then 6 days later was standing off Guam in support of the first wave of assault troops. Her vital salvage work at Guam included pulling stranded landing craft off the beaches and repairing damaged ships, usually within range of enemy fire. Demolition crews from *Grapple* also performed the important work of clearing the Apra Harbor entrance of a Japanese freighter sunk by American bombers. After the consolidation of Guam, *Grapple* returned to Espiritu Santo via Eniwetok for repairs and preparation for next major assault.

Rendezvousing with a convoy at Florida Island, *Grapple* sailed 4 September for the initial assault phase on Peleliu Island, Palaus, which began 15 September. Under constant fire from enemy shore batteries, she laid small-craft mooring buoys inside Peleliu's protective reef before being dispatched to aid *Wadleigh* (DD–689), badly damaged in a mine field. While working on the disabled destroyer, a project which lasted over 2 weeks, *Grapple* also assisted a number of beached landing craft and effected temporary repairs on others.

On 24 December *Grapple* entered Leyte Gulf, late the scene of one of the war's bloodiest and most decisive naval battles, for further salvage work. Four days later she sailed into Mindanao Gulf to salvage *William Sharon*, an abandoned Liberty ship still smouldering from kamikaze attacks. The salvage ship, with *Sharon* in tow, and her two destroyer escorts were attacked by Japanese fighter planes in the pre-dawn hours of 30 December, but the planes were driven off.

From Leyte *Grapple* headed north as the invasion of the Philippines unfolded deep into enemy held territory at Lingayen Gulf, again in the initial assault phase. Brilliant salvage work at Lingayen Gulf from 6 January to 26 February 1945 earned *Grapple* and her crew the Navy Unit Citation.

She remained on fire-fighting, rescue, and salvage station at Ulithi and Saipan through 7 May, distinguishing herself in fire-fighting efforts on the carrier *Randolph*, hit by kamikazes on 11 March. After towing a derrick and a lighter to Leyte, *Grapple* sailed for Pearl Harbor. On 6 June she was diverted to assist *William Hawkins*, adrift near Johnston Island; taking the merchantman in tow, she reached Hawaii 11 June, stopping only long enough to disengage her tow before continuing to Portland, Oreg., where she docked 22 June.

Japan surrendered before *Grapple* reached Hawaii again on 19 October. There she performed various duties until returning to the coast. She reached San Diego 15 May, decommissioned there 30 August 1946 and went in reserve.

With the outbreak of hostilities in Korea, *Grapple* recommissioned 26 December 1951 at San Diego, Lt. Roy Coniam in command. After training exercises, she sailed to Pearl Harbor and from there to Japan, reaching Sasebo 8 May 1952. Five days later she sailed for Korea and joined British units of the United Nations Fleet off Daido Ko 17 May. Later she sailed to Ullong Do and was temporarily converted into a floating laboratory as Navy doctors frantically tried to stem a typhoid epidemic sweeping the peninsula.

On 8 August *Grapple* began "flycatcher" duty off the Korean coast, patrolling at night to thwart enemy sampans laying mines in the shallows. While at anchor near Wonsan 12 August, *Grapple* came under heavy fire from shore batteries, and before she could clear the area was hit just below the water line. Her damage control party

removed the unexploded projectile and patched up the 6'' by 15'' hole. Three days later, still on patrol, *Grapple* received more serious injuries—this time at the hands of a friend. Because of a mistake in identification signals, *Chief* opened fire on *Grapple* at a range of about 900 yards. Several shells fell short or exploded above the ship, but one 3'' projectile hit just above the pilot house, killing 2 men, injuring 11 others, 3 critically, and doing extensive damage to pilot house and gun deck. After repairs at Sasebo, *Grapple* returned to Korea, making three more "flycatcher" patrols to protect U.S. ships operating off shore before returning to Pearl Harbor 9 December 1952. She then sailed for overhaul at Seattle.

Subsequently, *Grapple* has based at Pearl Harbor, performing a variety of salvage duties in the mid-Pacific and other areas. In 1953, 1955, 1956, and 1957, late summer Arctic supply cruises took her through Aleutian waters and into the hazardous ice floes of the Arctic Circle to repair and supply units of the fleet stationed there. In nine Western Pacific cruises to date, *Grapple* has crossed the Pacific to Korea, Japan, Formosa, the Philippines, South Vietnam, and Hong Kong. On these, *Grapple* extensively trained ROK and Nationalist Chinese divers in newest salvage techniques.

Extraordinary duties for *Grapple* included blasting the coral reef to widen the harbor entrance at Johnston Island in April 1954 prior to nuclear testing. In addition while prepared to act during a flare-up in the Quemoy-Matsu area in August and September 1958, she assisted Hilo, Hawaii, in mopping up after a devasting tidal wave May 1960. During July and August 1964 she participated in the successful salvage operation of freeing *Frank Knox* (DDR–742), grounded on Pratas Reef in the South China Sea.

Departing Pearl Harbor 16 November 1966, *Grapple* reached waters off South Vietnam 10 December for salvage and rescue operations. Late in the month she prepared to salvage a grounded tug from a reef north of Hue, South Vietnam. *Grapple* is still on station in the Pacific, providing valuable salvage and rescue work for planes and ships as well as participating in a variety of miscellaneous duties and exercises.

Grapple received one battle star for World War II service and one for Korean service.

Grasp

To make the motion of seizing or trying to seize; to clutch; to grip.

(ARS–24: dp. 1,360; l. 213'6''; b. 39'; dr. 14'4''; s. 15 k.; cpl. 120; a. 4 40mm. 4 .50 cal. mg.; cl. *Diver*)

Grasp (ARS–24) was launched 31 July 1943 by the Basalt Rock Co., Napa, Calif.; sponsored by Mrs. J. B. McDonough; and commissioned 22 August 1944, Lt. Comdr. Jacob F. Lawson, in command.

After fitting out at San Francisco and shakedown along the California coast out of San Diego, *Grasp* sailed for the Pacific, reaching Hawaii 27 October 1944. From Pearl Harbor she headed for combat, reaching Manus, Admirality Islands, 24 December to prepare for her role in the upcoming Lingayen Gulf operations. Joining the battle group, under the overall command of Admiral T. C. Kincaid, *Grasp* sailed for the Philippines 1 January 1945. Enroute the ships were attacked by heavy concentrations of Japanese aircraft, including the suicidal kamikazes. Overcoming all attacks in which *Grasp* shot down one plane and assisted against others, the fleet forced its way deep into enemy waters and landed General MacArthur's troops at Lingayen Gulf 9 January. *Grasp* was there to assist battle-damaged ships, and clear the harbor of sunken craft. In addition to aiding *Warhawk* and *Otis Skinner*, damaged by the Japanese, *Grasp* pulled two landing craft off the beaches and salvaged an enemy cargo submarine hazardous to shipping.

From Lingayen Gulf, *Grasp* sailed to Tacloban Harbor, Philippines, with an injured APD, *Brooks*, in tow. There she joined TG 78 and on 29 January 1945 participated in the initial landings at Zambales, Luzon. After helping to make this another of the fleet's long role of successful amphibious assaults, *Grasp* sailed to Manila Harbor 2 March. As part of the harbor clearance force under Commodore W. A. Sullivan, she remained in the Manila area for over a year. *Grasp* salvaged sunken ships in the harbor and also made emergency repairs to various naval and merchant ships. Departing the Philippines 27 April 1946, she reached San Pedro, Calif., via Pearl Harbor and Astoria, Oreg., 5 June. *Grasp* decommissioned there 12 December 1946 and was placed in reserve.

When the Korean war broke, ships again immediately became in short supply. *Grasp* recommissioned at San Diego 10 October 1950 and prepared for combat. Reaching Sasebo, Japan, via Pearl Harbor 12 February 1951, *Grasp* at once proceeded on to Wonsan, Korea, for salvage and patrol work. As she patrolled the coast between Wonsan and Songjin, both under blockade and seige by the fleet, *Grasp* came frequently under fire from Communist North Korean shore batteries, but was never hit. The two Korean ports were under seige with daily bombardment and minesweeping because of their value as a ditching place for pilots who could not make it back to the carriers steaming off the coast. With the heavy sea protection these pilots could ditch at Wonsan with some confidence of rescue. After 2 months on the line off Korea, *Grasp* returned to Sasebo 15 April to continue repair work on damaged ships.

After two more cruises along the Korean coast, interspersed with repair work in Japan, *Grasp* returned to Pearl Harbor 10 October and remained there until sailing for the States 29 January 1952. After quick repairs at San Diego, *Grasp* returned to Pearl Harbor 12 March and from there steamed to Subic Bay, Philippines, for salvage operations. She reach Sasebo again via Pearl Harbor 16 August and immediately returned to her duties of a month of patrol and rescue work along the Korean coast followed by a month of salvage and repair work in Japan. Returning to San Diego 22 May 1953 for local operations and repair work, *Grasp* sailed to Pearl Harbor 19 July and was there when the armistice came 27 July.

Despite the termination of open warfare Korea was to remain an important port of call for *Grasp* as the salvage ship's peacetime duties settled into a pattern of yearly WesPac cruises out of Pearl Harbor intermixed with local operations and salvage work out of the Hawaiian port. As she sailed each year to join the 7th Fleet in its massive peacekeeping and patrol work in the western Pacific, *Grasp* visited such Asian ports as Yokosuka, Taiwan, Hong Kong, Manila, Okinawa, and Eniwetok. America's participation in the struggle against communism in Vietnam added Saigon to this list in 1963, and *Grasp* was also at Johnston Island in the spring of 1962 in connection with nuclear weapons tests being conducted there. Another break in the pattern came in 1956 and again in 1957 as *Grasp* sailed north to participate in Arctic resupply and salvage operations in the icy Alaskan waters. Between October 1964 and March 1965 she conducted yet another deployment to the Western Pacific for salvage operations out of the Marianas and the Philippines. After returning to Pearl Harbor in mid-March, she was assigned to salvage and towing duty out of Guam, Marianas. Departing Pearl Harbor 2 November, she reached Guam the 27th. Since that time she has operated out of Guam to the Philippines and Southeast Asian waters and has continued to provide rescue and salvage facilities to ships of the powerful 7th Fleet.

Grasp was awarded two battle stars for World War II service.

Gratia

An astronomical body.

(AKS–11: dp. 14,350; l. 441'6''; b. 56'11''; dr. 28'4''; s. 12.5 k.; cpl. 195; a. 1 5'', 1 3'', 8 20mm; cl. *Acubens* T. EC2–S–C1)

Gratia (AKS–11) was launched under Maritime Commission contract by Delta Shipbuilding Co., New Orleans, La., 21 October 1944; sponsored by Mrs. John W. Boatwright; acquired by the Navy 20 November 1944; and commissioned the same day, Lt. Charles B. Gray in command.

She remained in commission only long enough to sail to Galveston, where she decommissioned 23 November to undergo conversion. She recommissioned 5 May 1945, Lt. Comdr. William Jonelli in command, and sailed for the Pacific as part of Service Squadron 8. Operating out of Manila, *Gratia* carried stores and passengers to ports in the Philippines, the Admiralties, and New Guinea. In January 1946, she departed Manila the final time, reaching San Francisco 4 April via various Japanese ports and Pearl Harbor. After returning to Pearl Harbor 30 May, *Gratia* decommisioned there 1 July 1946, and was towed to San Francisco. Her name was struck from the Navy Register 17 July 1947; and she was transferred to the Maritime Commission. *Gratia* was part of the National Defense Reserve Fleet, berthed in Suisun Bay Calif., until the fall of 1964 when she was scrapped.

Gratitude

A merchant name retained.

(SP–3054: dp. 214; l. 133'8"; b. 20'; dph. 7'; s. 13 k.)

Gratitude (SP–3054), was built as a freight and passenger steamer at Philadelphia in 1880 and acquired by the Navy from her owners, Bennett's North Carolina Line, in April 1918, at Portsmouth, Va.

Gratitude operated as a passenger and freight steamer with a civilian crew in the Hampton Roads area. She was taken over by a Navy Captain and crew on a bare boat basis in October 1918, and continued her operations in the Norfolk area under the 5th Naval District. *Gratitude* was returned to her owner 15 September 1919 at Norfolk.

Gray

Ross Franklin Gray, born 1 August 1920 at Talledego Springs, Ala., enlisted in the U.S. Marine Corps 22 July 1942. Following training at Parris Island, S.C., and New River, N.C., he was sent to the Pacific where he participated with the 4th Marine Division in the invasions of Roi-Namur, Marshalls, and Saipan and Tinian, Marianas. Promoted to Sergeant in August 1944, he returned to the United States for specialized training in the installation, reconnaissance, and neutralization of mine fields. After rejoining the 4th Division, he took part in the bloody invasion of Iwo Jima 19 February 1945. On 21 February his platoon came under heavy enemy fire while advancing toward high ground northeast of Number 1 airfield. After withdrawing his men from the field of fire, he advanced alone through a heavily mined area; though assailed by furious enemy fire, he cleared a path through the field to a network of strongly fortified gun emplacements. Armed only with satchel charges, Sergeant Gray systematically approached, attacked, and destroyed six Japanese gun positions by boldly hurling short-fused explosives while under continuous vicious fire. Singlehandedly, he wiped out a strong enemy garrison and completely disarmed a large mine field before rejoining his unit. Fatally wounded by an enemy shell 27 February, Sergeant Gray was posthumously awarded the Medal of Honor for his great personal valor, daring tactics, and tenacious perseverance in the face of extreme peril.

(DE–1054: dp. 2,624; l. 414'6"; b. 44'; dr. 18'; s. 27.4 k.; cpl. 247; a. 1 5", 4 21" tt., ASROC, DASH; cl. *Knox*)

Gray (DE–1054) was laid down 19 November 1966 by Todd Shipyards Corp., Seattle, Wash., with her completion planned for the winter of 1969. Once completed and commissioned, she will screen attack and support ships and operate against submarines. Operating either alone or with a hunter-killer group, she will be able to seek out and destroy enemy submarines with the latest and most advanced ASW equipment. Moreover, her ability to perform blockade, surveillance, and search and evacuation missions at a moment's notice will add to the Navy's deterrent force and aid in the continuing task of "keeping the peace."

Gray, Carl R., see *Carl R. Gray (No. 2671)*

Gray, John P., see *John P. Gray* (DE–673)

Gray Gull, see *YP–260*

Grayback

Lake herring, a small fish of great commercial importance in the Great Lakes.

I

(SS–208: dp. 1,475; l. 307'2"; b. 27'3"; dr. 13'3"; s. 20.9 k. (surf.), 8.75 k. (subm.); cpl. 65; a. 1 3", 10 21" tt.; cl. *Tambor*)

Grayback (SS–208) was launched by the Electric Boat Co., Groton, Conn., 31 January 1941; sponsored by Mrs. Wilson Brown, wife of Rear Admiral Wilson Brown, Superintendent of the Naval Academy; and commissioned 30 June 1941 at New London, Lt. Willard A. Saunders in command.

Attached to the Atlantic Fleet *Grayback* conducted her shakedown cruise in Long Island Sound out of Newport, New London, and New York. In company with *Grampus* she departed New London 8 September for patrol duty in the Caribbean and Chesapeake Bay; then arrived Portsmouth, N.H., 30 November for overhaul. With America's entry into the war *Grayback* sailed for the Pacific 12 January 1942 and arrived Pearl Harbor 8 February. There she joined the submarine fleet which was to wreak such havoc on the vital shipping lanes of the Japanese Empire.

Grayback's first war patrol from 15 February to 10 April took her along the coast of Saipan and Guam. There she participated in a deadly 4-day game of hide-and-seek with an enemy submarine; the enemy I-boat fired two torpedoes at *Grayback* on the morning of 22 February, then continued to trail her across the Pacific. *Grayback* spotted the enemy conning tower a couple of times, and the Japanese ship broached once; but *Grayback* could not get into position to attack. After 4 nerve-wracking days, *Grayback* shook the other sub and continued on patrol. First blood for her came on 17 March as she sank a 3,291-ton cargo ship off Port Lloyd.

Grayback's second war patrol met a dearth of targets although she even took the unusual and risky measure of patrolling surfaced during the day. On 22 June she arrived Fremantle, Australia, which was to remain her home base for most of the war. Her third and fourth war patrols, in the South China Sea and St. George's Passage, were equally frustrating as *Grayback* was hampered by bright moonlight, shallow and treacherous water, and enemy patrol craft. Despite these hazards, she damaged several freighters and also got in a shot at another Japanese submarine. However, the very presence of *Grayback* and her sister ships in these waters—the threat they presented to shipping and the number of enemy escorts they tied up—was an important factor in the successful conclusion of the Guadalcanal campaign, America's first offensive campaign in the Pacific war.

The fifth war patrol began as *Grayback* sailed from Australia 7 December 1942. Only a week out of port, Pharmacist's Mate Harry B. Roby was called upon to perform an emergency appendectomy, the second to be done on a patrolling submarine. With *Grayback* running silent and steady a hundred feet beneath the surface, the

untutored Roby successfully removed the infected appendix, and his patient was back standing watch by the end of the patrol. Then 25 December, *Grayback* enjoyed "a Jap appetizer for Christmas dinner," as she battle surfaced to sink four landing barges with her deck guns. Four days later she was again fired on by an enemy submarine but maneuvered to avoid the torpedoes. On 3 January 1943 she gained her revenge by sending to the bottom *I–18* one of 25 Japanese submarines chalked up by the Pacific submarines.

On 5 January *Grayback* served as beacon ship for the bombardment of Munda Bay and also indulged in some hair-raising rescue work. Lying off Munda early in the morning of 5 January, she received word that six survivors of a crashed B–26 were holed up on the island. *Grayback* sent ashore two men, then submerged at dawn to avoid enemy aircraft. The submariners located the downed aviators, three of whom were injured, and hid out with them in the jungle. As night fell, *Grayback* surfaced offshore and by coded light signals directed the small boat "home safe" with the rescued aviators. For this episode skipper Edward C. Stephan received the Navy Cross.

Grayback continued on patrol, torpedoing and damaging several Japanese ships. On 17 January she attacked a destroyer escorting a large maru, hoping to disable the escort and then sink the freighter with her deck guns. However, the destroyer evaded the torpedoes and dropped 19 depth charges on *Grayback*. One blew a gasket on a manhole cover; and the submarine, leaking seriously, was ordered back to Brisbane where she arrived 23 February.

On her sixth war patrol from 16 February to 4 April, *Grayback* again had a run of bad luck and returned empty-handed from the Bismarck-Solomons area. Her newly installed SJ radar had failed to function; and although she had taken several shots at marus, none were sunk.

The seventh patrol was more successful. Departing Brisbane 25 April, *Grayback* intercepted a convoy whose position had been radioed to her by *Albacore* 11 May. In a night surface attack *Grayback* fired a spread of six torpedoes at the seven freighters and their three escorts. The three escorts charged and she had to go deep to elude the attacking enemy. She was credited with the sinking of caro ship *Yodogawa Maru*. On 16 May she torpedoed and seriously damaged a destroyer. The following day *Grayback* intercepted four marus with one escort and sank freighter *England Maru* and damaged two others before she was forced to dive. She arrived Pearl Harbor 30 May, then proceeded to San Francisco for a much needed overhaul.

Arriving Pearl Harbor 12 September, *Grayback* prepared for her eighth war patrol. Sailing 26 September with *Shad*, she rendezvoused with *Ccro* at Midway to form the first of the Submarine Force's highly successful wolfpacks. The three submarines under Captain C. B. Momsen in *Ccro*, cruised the China Sea and returned to base with claims of 38,000 tons sunk and 63,300 damaged. *Grayback* accounted for two ships, a passenger-cargo vessel torpedoed 14 October and a former light cruiser, *Awata Maru*, torpedoed after an end-around run on a fast convoy 22 October. Wolfpack tactics came into play 27 October as *Grayback* closed a convoy already attacked by *Shad* and administered the coup de grace to a 9,000 ton transport listing from two of *Shad's* torpedoes. The submarines had now expended all torpedoes, and on 10 November they returned to Midway.

With almost a quarter of her crew untested in battle, *Grayback* departed Pearl Harbor for the East China Sea 2 December for her ninth war patrol. Within 5 days of her first contact with Japanese ships, she had expended all her torpedoes in a brilliant series of attacks which netted four ships for a total of over 10,000 tons. On the night of 18 to 19 December *Grayback* wreaked havoc on a convoy of four freighters and three escorts. She sent freighter *Gyokurei Maru* and escort *Numakaze* to the bottom and damaged several others in surface attack. Two nights later, 20 to 21 December, she spotted another convoy of six ships; and, after an end-around run she fired a spread of nine torpedoes into the heart of the Japanese formation. This first attack sunk one freighter and damaged another before *Grayback* dived to elude depth charges. Three hours later she surfaced and sank a second freighter. After an unsuccessful attack the following night had exhausted her torpedo supply, *Grayback* headed home. Undaunted by lack of torpedoes, the submarine battled surfaced 27 December and sank a good-sized fishing boat with deck guns before reaching Pearl Harbor 4 January 1944.

Grayback's tenth patrol, her most successful in terms of tonnage sunk, was also to be her last. She sailed from Pearl Harbor 28 January 1944, for the East China Sea. On 24 February *Grayback* radioed that she had sunk two cargo ships 19 February and had damaged two others. On 25 February she transmitted her second and final report. That morning she had sunk tanker *Toshin Maru* and severely damaged another. With only two torpedoes remaining, she was ordered home from patrol. Due to reach Midway on 7 March, *Grayback* did not arrive. On 30 March ComSubPac reluctantly listed her as missing and presumed lost with all hands.

From captured Japanese records the gallant submarine's last few days can be pieced together. Heading home through the East China Sea, on 27 February *Grayback* used her last two torpedoes to sink the freighter *Ceylon Maru*. That same day, a Japanese carrier-based plane spotted a submarine on the surface in the East China Sea and attacked. According to Japanese reports the submarine "exploded and sank immediately," but antisubmarine craft were called in to depth-charge the area, clearly marked by a trail of air bubbles, until at last a heavy oil slick swelled to the surface. *Grayback* had ended her last patrol, one which cost the enemy some 21,594 tons of shipping.

The fighting submarine's career, so tragically ended, had been an illustrious one. *Grayback* ranked 20th among all submarines in total tonnage sunk with 63,835 tons and 24th in number of ships sunk with 14. Submarine and crew had received two Navy Unit Commendations for their 7th, 8th, 9th, and 10th war patrols.

Grayback received eight battle stars for World War II service.

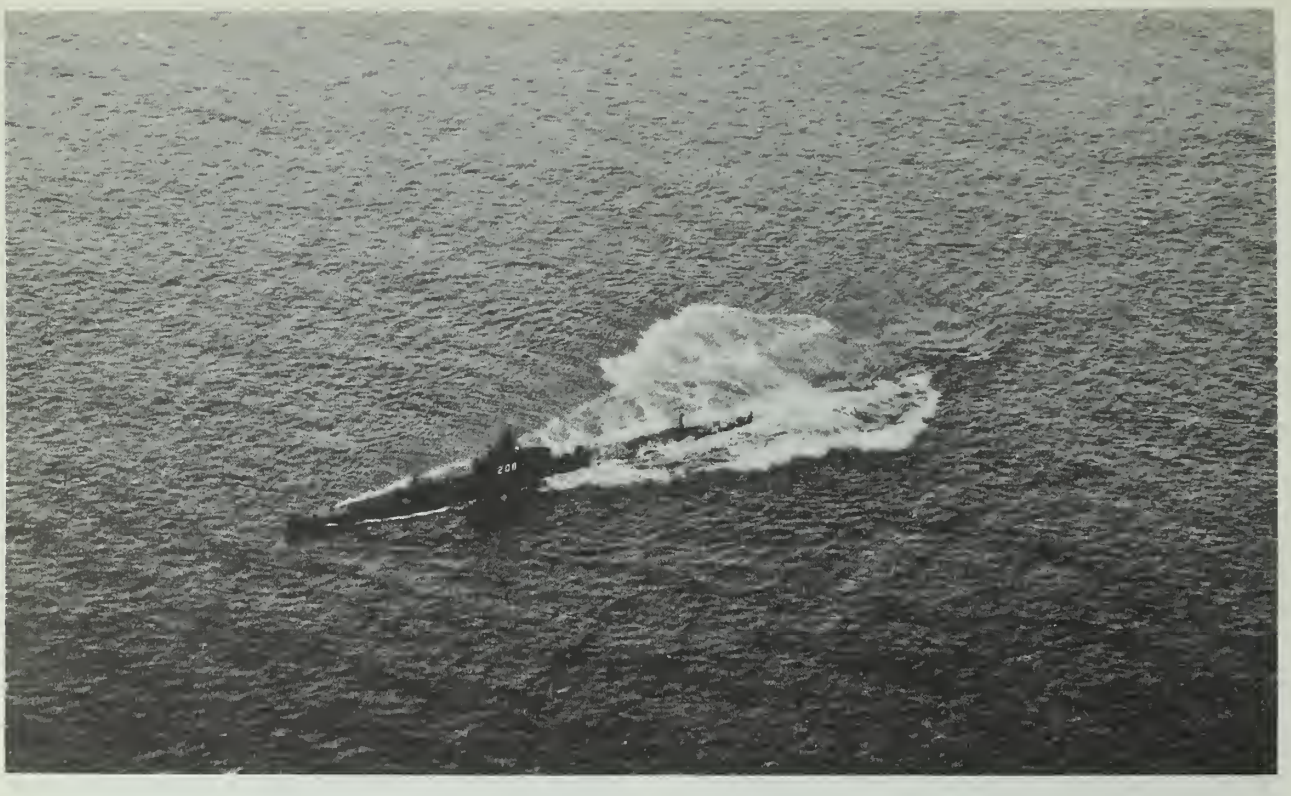
II

(SSG–574: dp. 2,768; l. 317'7"; b. 27'2"; dr. 19'; s. 14 k.; cpl. 87; a. 8 tt., 1 Regulus launcher; cl. *Grayback*)

The second *Grayback* (SSG–574) was launched by the Mare Island Navy Yard, Vallejo, Calif., 2 July 1957; sponsored by Mrs. John A. Moore, widow of the last skipper of the first *Grayback*; and commissioned at Mare Island 7 March 1958, Lt. Comdr. Hugh G. Nott in command.

The first of the Navy's guided missile submarines to carry the Regulus II sea-to-surface missiles, *Grayback* conducted tests and shakedown along the West Coast. While operating out of Port Hueneme, Calif., in September she carried out the first successful launching of a Regulus II missile from a submarine, which pointed the way to a revolutionary advance in the power of navies to attack land bases. Departing San Diego 30 October, *Grayback* arrived Pearl Harbor 8 November for a month of exercises and maneuvers before returning to Mare Island for her "10,000-mile checkup."

On 9 February 1959, *Grayback* departed Mare Island to make Pearl Harbor her permanent home base, reaching Hawaii 7 March via Port Hueneme, and Long Beach, Calif., and Mazatlan, Mexico. After a series of exercises there, she cruised to Dutch Harbor, Unmak and Sequam Islands, and Kodiak, Alaska, for further missile exercises from 3 to 31 July. This was followed by the first of her nine deterrent missile strike missions to date, as from 21 September to 12 November she patrolled secretly through Pacific waters with a full load of missiles ready for retaliation 1000 miles inland in event of war. *Gray-*



USS *Grayback* (SS–208)

back's first patrol terminated at Yokosuka, Japan, as did two others. She returned to Pearl Harbor 8 December.

On 22 February 1960, *Grayback* modified her missile launching system and simplified her complex electrical circuits. After this, she again took up deterrent missile strike missions. Over the next 2½ years she completed seven missions for a total of nearly 18 months at sea, much of this time submerged. In addition to Yokosuka both Adak, Alaska and Pearl Harbor also served as termination points for these patrols. On her nine patrols she spent more than 20 months at sea and logged well over 130,000 miles on deterrent missile strike missions.

As more and more Polaris submarines became operational, they assumed the deterrent functions previously assigned to *Grayback* and her sister ships. She decommissioned at Mare Island 25 May 1964. At present she is being converted to a submarine troop transport and will serve the Navy as *Grayback* (APSS–574). Conversion is scheduled to be completed in December 1968.

Graylag

A common gray goose.

(AM–364: dp. 720; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; a. 1 3"; cl. *Admirable*)

Graylag (AM–364), a steel-hulled fleet minesweeper, was launched by Willamette Iron & Steel Corp., Astoria, Oreg., 4 December 1943; and commissioned 31 August 1945, Lt. S. M. Janney in command.

After steaming to San Diego 11 October, *Graylag* got underway 1 November for Pearl Harbor, where she arrived eight days later. The ship picked up passengers and returned to San Diego 29 November. *Graylag* then steamed by way of the Panama Canal to New Orleans 7 to 26 December 1945. and arrived 27 March 1946 at Orange, Tex., after overhaul. She decommissioned 12 August 1946, was placed in reserve, and remains there through 1967. *Graylag's* designation was changed to MSF–364 on 7 February 1955.

Grayling

A fresh water game fish closely related to the trout.

I

The first *Grayling* (SS–18) was renamed *D–2* (*q.v.*) 17 November 1911 while on duty with the Atlantic Torpedo Fleet.

II

(SP–1259: t. 4; l. 33'6"; b. 7'; dr. 2'10"; s. 14 k.; a. 1 mg.)

The second *Grayling* (SP–1259) was built by Boyden of Amesburg, Mass., in 1915 and acquired by the Navy from her owner, E. E. Gray, 7 May 1917. She commissioned 22 May 1917 and was used by the 1st Naval District as a patrol craft in Boston harbor until returned to her owner 30 November 1918.

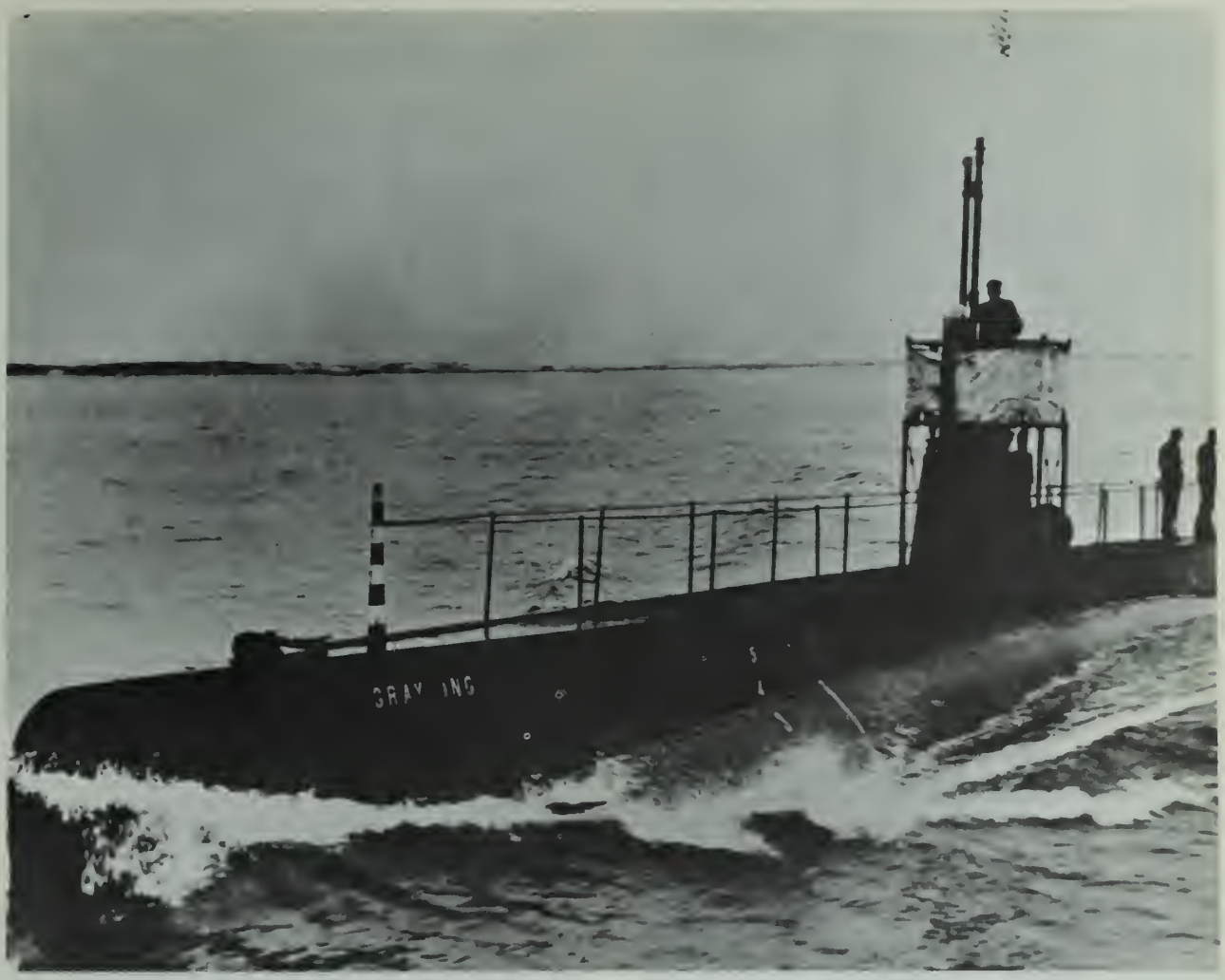
III

(SP–289: t. 4; l. 50'; b. 10'3"; dr. 3'; s. 10 k.; a. 1 1-pdr.)

The third *Grayling* (SP–289) was built by Peterson, Hudson River, N.Y.; acquired by the Navy from her owner, Myer Resebush, 22 May 1917; and commissioned the same day, Boatswain Robert L. Kemp, USNRF, in command. She served as a patrol boat on local and coastal waters around Norfolk, Va., during the remainder of World War I. She decommissioned 15 January 1919 and was returned to her owner the same day.

IV

(SS–209: dp. 1,475; l. 307'2"; b. 27'3"; dr. 13'3"; s. 20 k.; cpl. 59; a. 1 3", 10 21" tt.; cl. *Tambor*)



USS *Grayling* (*SS–18*) was renamed *D–2* on 17 November 1911.

The fourth *Grayling* (SS–209) was laid down at the Navy Yard, Portsmouth, N.H., 15 December 1939; launched 4 September 1940; sponsored by Mrs. Herbert F. Leary; and commissioned 1 March 1941, Lt. Comdr. E. Olson in command.

After conducting tests and sea trials, she was called upon 20 June 1941 to assist in the search for submarine *O–9*, which had failed to surface after a practice dive off Isle of Shoals. *O–9* was subsequently discovered on the bottom, but rescue efforts failed; *Grayling* participated 22 June in the memorial services for those lost.

Joining the Atlantic Fleet, *Grayling* sailed on shakedown cruise 4 August to Morehead City, N.C., and St. Thomas, Virgin Islands, returning to Portsmouth 29 August. After final acceptance, she departed 17 November, armed at Newport, R.I., and sailed for duty with the Pacific Fleet. *Grayling* transited the Panama Canal 3 December and moored at San Diego 10 December.

Grayling sailed for Pearl Harbor 17 December, arrived 24 December, and had the honor of being chosen for the Pacific Fleet change of command ceremony 31 December 1941. On that day Admiral C. W. Nimitz hoisted his flag aboard *Grayling* as Commander Pacific Fleet and began the Navy's long fighting road back in the Pacific.

After the ceremonies, *Grayling* stood out of Pearl Harbor on her first war patrol 5 January 1942. Cruising the Northern Gilbert Islands, *Grayling* failed to register a kill, but gained much in training and readiness, returning to Pearl Harbor 7 March.

Her second patrol, beginning 27 March, was more successful. Cruising off the coast of Japan itself, *Grayling* sank her first ship 13 April, sending the cargo freighter *Ryujin Maru* to the bottom. She returned to Hawaii 16 May.

Grayling returned to action in June as all available ships were pressed into service to oppose the Japanese advance on Midway. As part of Task Group 7.1, *Grayling* and her sister submarines were arranged in a fan-like reconnaissance deployment west of Midway, helping to provide knowledge of Japanese movements.

As Naval planners established a submarine blockade of Truk in connection with the offensive in the Solomons, *Grayling* began her third war patrol 14 July 1942 around the Japanese stronghold. She damaged a Japanese submarine tender 13 August, but was forced to return to Pearl Harbor 26 August by fuel leaks.

At Pearl Harbor *Grayling* repaired and was fitted with surface radar, after which she began her fourth patrol 19 October. Although attacked by gunfire and six separate depth charge runs by Japanese destroyers, *Grayling* succeeded 10 November in sinking a 4,000-ton cargo ship southwest of Truk. She also destroyed an enemy schooner 4 December before putting into Fremantle, Australia, 13 December.

Changing her base of operations to Australia, *Grayling* stood out of Fremantle 7 January 1943 on her fifth patrol, this time in Philippine waters. She sank cargo ship *Ushio Maru* west of Luzon 26 January and damaged another Japanese ship the next day. After sinking a schooner 24 February, *Grayling* returned to Fremantle.

Grayling left Australian waters 18 March on her sixth war patrol and cruised in the Tarakan area and the Verde Island Passage. There she attacked and sunk cargo ship *Shanghai Maru* 9 April and damaged four other ships before returning to Fremantle 25 April.

Her seventh war patrol, commencing 18 May, took *Grayling* into the waters off northwest Borneo, where she damaged a freighter and two smaller ships before returning to her base 6 July.

Grayling began her eighth and last war patrol in July from Fremantle. She made two visits to the coast of the Philippines delivering supplies and equipment to guerrillas at Pucio Point, Pandan Bay, Panay, 31 July and 23 August 1943. Cruising in the Philippines area, *Grayling* recorded her last kill, the passenger-cargo *Meizan Maru* 27 August in the Tablas Strait, but was not heard from again after 9 September. *Grayling* was officially reported "lost with all hands" 30 September 1943, after having recorded five major kills totalling 20,575 tons. All but the first of *Grayling*'s eight war patrols were declared "successful."

Grayling received six battle stars for World War II service.

The name *Grayling* was assigned to *SS–492* on 29 August 1944, but was cancelled 12 August 1945 prior to construction.

V

(SS(N)–646: dp. 4,140; l. 292'3"; b. 31'8"; s. 16 k.; cpl. 107; a. 4 tt.; cl. *Sturgeon*)

The fifth *Grayling* was laid down at the Portsmouth Naval Shipyard, Portsmouth, N.H., 12 May 1964; launched 22 June 1967; sponsored by Miss Lori Brinker, daughter of Lt. Comdr. Robert Brinker, who commanded *Grayling* (SS–209) when she was lost in action; and is to commission in the spring of 1968. Once commissioned, she will become a key element in the under-water deterrent force of the Navy and will contribute to the vital, continuing task of "keeping the peace" over the vast reaches of global waters. Designed to attack and destroy all types of enemy ships, she can operate for long periods at great depths and at high submerged speeds, making her a potent and effective challenge to enemy submarines. Operating under nuclear power, she can conduct long-range reconnaissance patrols and surveillance missions without risking detection by surface ships. Moreover, she is designed to carry out extensive ASW operations, either alone or with other fleet submarines and destroyer-type surface ships.

Grayson

Cary Travers Grayson was born in Culpeper, Va., 11 October 1878. After completing his medical studies, he was appointed Acting Assistant Surgeon, USN, 14 July 1903. A variety of posts led Grayson to Washington, where on 12 December 1912 he was assigned to the Bureau of Medicine and Surgery with additional duty as Aide to the White House. Commissioned Rear Admiral 29 August 1916, he served as personal physician and aide to President Woodrow Wilson during World War I. Before transferring to the Retired List 20 December 1928, Admiral Grayson received the Navy Cross for exceptionally meritorious service as aide and physician to President Wilson. He was also made Commander of the National Order of the Legion of Honor by the French government. Admiral Grayson served as chairman of the American Red Cross from 1935 until his death 15 February 1938.

Assigned the name ***Grayson*** on 19 May 1938, DD–429 was renamed ***Livermore*** (*q.v.*) on 23 December 1938 prior to being laid down.

I

(DD 435: dp. 2,525; l. 348'4"; b. 36'1"; dr. 13'6"; s. 37.4 k.; cpl. 276; a. 4 5", 5 21" tt.; cl. *Gleaves*)

Grayson (DD 435) was laid down 17 July 1939 by the Charleston Navy Yard, S.C.; launched 7 August 1940; sponsored by Mrs. Alice Gertrude Gordon Grayson Harrison (Mrs. George Leslie Harrison), widow of Rear Admiral Grayson; and commissioned 14 February 1941, Lt. Comdr. Thomas M. Stokes in command.

After shakedown along the New England coast and in Chesapeake Bay, *Grayson* joined Destroyer Division 22 of the Atlantic Fleet. On 28 August the new destroyer became flagship of DesRon 11 operating in the Carribbean out of Guantanamo Bay. She reported for neutrality patrol in the North Atlantic waters between Newfoundland and Iceland 26 October.

After 10 months patrolling and protecting convoys in the icy North Atlantic, *Grayson* was ordered to the Pacific to join an American fleet battered but resolutely carrying the war to the enemy. She sailed from San Diego 2 April 1942 as part of *Hornet*'s escort and rendezvoused at sea 13 April with *Enterprise* under Admiral William "Bull" Halsey. From this fast carrier force, steaming less than 800 miles from the Japanese home islands, General "Jimmy" Doolittle launched his famed B–25 raid on Tokyo 18 April, bringing war to the enemy's own land.

The task group sailed into Pearl Harbor 25 April. *Grayson* departed almost immediately for repairs in California, but soon returned to the Pacific war.

Grayson again found herself with a fast carrier force as she sailed from Pearl Harbor 15 July to escort *Enterprise* and *Hornet*. Reaching Guadalcanal via Tongatabu 7 August 1942, the carriers launched their planes to cover Marine landings there, America's first major blow of the war on the road to Japan; and then operated in the area to block Japanese reinforcements. As they maneuvered off Guadalcanal, *Enterprise* was hit by Japanese bombs 24 August in an action-filled half-hour which saw *Grayson* down two planes and damage a third. The task group dispersed, *Enterprise* returning to Pearl Harbor for repairs, and *Grayson* joined TF 11, built around *Saratoga* under Admiral Fletcher. Action soon followed. Sighting a Japanese submarine on the surface the next day, 25 August, *Grayson* closed for the kill. After expending 46 depth charges, her entire supply, in a series of five attacks, the destroyer finally had the satisfaction of seeing a huge air bubble and oil slick rise to the surface indicating the death of another Imperial submarine.

The battle-proven ship and crew remained in the bitterly contested waters around Guadalcanal for nearly 8 months in a variety of duties. The versatile *Grayson* convoyed troop transports loaded with reinforcements from Noumea and other staging areas to Guadalcanal, patrolled in "The Slot", served as a radar picket ship, and performed valuable rescue work. On 18 October she picked up 75 survivors from DD *Meredith*, sunk by aerial torpedo 15 October, and helped escort the barge *Vireo*, loaded with desperately needed fuel and ammunition, to Guadalcanal.

Returning to Pearl Harbor 15 April 1943 for overhaul, *Grayson* continued on to the States for further repairs and finally sailed to New Caledonia, arriving 24 September. She accounted for at least four and possible two more Japanese barges loaded with evacuees from Kolombangara during three nights of action, 30 September–3 October, with DesRon 21 under Commander A. D. Chandler. After 3 months of patrol duty, *Grayson* sailed for Puget Sound Navy Yard 16 December for overhaul.

Grayson soon returned to the Pacific, putting in at Majuro Atoll, Marshall Islands, 10 February 1944. Patrol duty in the Solomons, Carolines, and Marshalls occupied her the following 6 months. On 30 March *Grayson* supported initial assault landings on Pityiliu Island Admiralties; from 22 to 24 April she was fighter-director ship for the landings at Tanahmerah Bay, Dutch New Guinea. She bombarded Biak Island 27 May and Nœmfoor Island 2 July prior to invasion landings.

On 1 September 1944 *Grayson* joined TG 38, for carrier strikes against the enemy in the Palau Islands, scene of the next major invasion. She returned to Seeadler Harbor 31 September. She again sailed 2 October for a major strike against Okinawa and the Philippines. Japanese planes harassed the withdrawal, and on 15 October *Grayson* rescued 194 men from the torpedoed light cruiser *Houston*, who was towed safely to Ulithi.

From Ulithi, *Grayson* sailed straight to Saipan, where on 3 November she took up radar picket and lifeguard duty. Finally *Grayson* was ordered home, reaching Seattle 9 June 1945 for her first real rest since the war began.

Grayson returned to Pearl Harbor 1 September 1945, the day of the signing of the Articles of Surrender in Tokyo Bay. After brief training she sailed for the United States. Transiting the Panama Canal 8 October, she put in at Charleston, S.C., 16 October. Eleven days later the battle-scarred "tin can" hosted over 5,000 visitors as a grateful and jubilant public paid tribute on Navy Day. *Grayson* remained at Charleston until decommissioned, 4 February 1947, and was placed in reserve. At present she is berthed at Orange, Tex.

Grayson received 13 battle stars for World War II service.

Greasy Ann No. 10, see *YC–966*

Greasy Mary No. 9, see *YC–965*

Great Lakes

The region of the Canadian-United States borderland containing and surrounding Lakes Superior, Michigan, Huron, Erie, and Ontario drained by the St. Lawrence River.

Great Lakes (AD–30) was building at the Todd Pacific Shipyards, Inc., Seattle, Wash., but was cancelled 7 January 1946.

Great Northern

Former name retained.

(AG–9: t. 8,255; l. 509′6″; b. 63′1″; dph. 21′; s. 23 k.; cpl. 559; a. 4 6″)

Great Northern (AG–9), was built by William Cramp & Sons in 1915; acquired from her owners, Great Northern Pacific Steamship Co. 19 September 1917 by the USSB; converted to a transport at the Puget Sound Navy Yard; and commissioned there 1 November 1917, Captain W. W. Phelps in command.

Embarking nearly 1,400 passengers at Puget Sound, including 500 "enemy aliens," women and children as well as men, *Great Northern* sailed for the East Coast 21 January 1918, reaching New York 9 February via the Panama Canal and Charleston. On 7 March she sailed from Hoboken, N.J., for Brest, France, with 1,500 members of the AEF. *Great Northern* returned to Hoboken 30 March with wounded veterans. From then until August 1919 she made a total of 18 transatlantic voyages, first carrying troops to the fighting zones and then bringing home the victorious "doughboys." *Great Northern* decommissioned at New York 15 August 1919 and was transferred to the U.S. Army Transportation Service the same day.

While in the USATS, *Great Northern* was based mainly in the Pacific. In late 1919 and early 1920 she made two long trips from Honolulu to Vladivostok to pick up approximately 3,000 American officers and men returning from the Allies' campaign against the Russian Communists. *Great Northern* also took a Congressional party on a long Pacific inspection, touching at Hong Kong, Honolulu, Cavite, and then returning to San Francisco, in the summer of 1920.

The transport's varied career took another turn when she was acquired by the Navy from the War Department 3 August 1921. *Great Northern* recommissioned at Mare Island 11 August 1921, Captain J. K. Taussig commanding, and sailed almost immediately for the East Coast. After disembarking passengers at the Canal Zone, Santo Domingo, Haiti, and Hampton Roads, she put into New York 7 October. Nine days later, 16 October 1921, Admiral Hilary P. Jones, Commander-in-Chief Atlantic Fleet, and his staff reported on board *Great Northern* to make her the flagship for the Atlantic Fleet.

On 19 November 1921 *Great Northern's* name was changed by Presidential order to *Columbia* (*q.v.*) to honor a name long famous in Navy annals. She remained in New York harbor, functioning as a floating command post, through the rest of 1921. *Columbia* sailed for the Caribbean to join the annual Atlantic Fleet winter exercises 7 January 1922, reaching Guacanayabo, Cuba, via Charleston and Key West 18 January. Three days later she joined the battleships *Wyoming*, *Arkansas*, *North Dakota*, and *Delaware* at Guantanamo Bay.

Columbia sailed north 24 February, reaching New York 3 days later. That same day, 27 February 1922, Admiral Jones shifted his flag to *Maryland*, and *Columbia* sailed for Chester, Pa. She decommissioned there 4 March 1922 and was transferred to the U.S. Shipping Board. Returning to merchant service, she was renamed *H. F. Alexander* with Canadian Pacific Lines until 1942, when she was taken over by the War Shipping Administration for use as a troop transport. Renamed *George S. Simonds*, she served through World War II, was laid up in the Maritime Commission reserve fleet for a time, and then scrapped.

Great Republic, see *Pictor* (AF–54)

Great Sitkin

A volcano in the Aleutian Islands.

(AE–17; dp. 13,910; l. 459′2″; b. 63′; dr. 28′3″; s. 16 k.; cpl. 267; a. 1 5″, 4 3″, 4 40mm., 16 20mm.; cl. *Wrangell;* T. C2–S–AJ1)

Great Sitkin (AE–17) was launched under Maritime Commission contract by North Carolina Shipbuilding Co., Wilmington, N.C., 20 January 1945; sponsored by Miss Anne L. Dimon; and commissioned at Charleston, S.C., 11 August 1945, Lt. Comdr. William F. Smith in command.

After shakedown out of Norfolk, *Great Sitkin* sailed to New York 25 November to begin dumping condemned ammunition in an assigned area off Sandy Hook, N.J. She continued this duty for nearly a year, returning to Norfolk in November 1946. *Great Sitkin's* pattern of operations for the next few years took her to the Caribbean and the Canal Zone on ammunition replenishment trips, as well as twice to Gibraltar. In addition, she participated in local operations.

Since 1951 *Great Sitkin* has served as a mobile ready reserve source of ammunition for the Fleet. She has regularly deployed to the Mediterranean to support the 6th Fleet, a bulwark of freedom in the region, and has served the Fleet during crises in trouble spots such as Lebanon and Suez. When not deployed in the Mediterranean, she has operated out of New York, participating in various fleet maneuvers in the Atlantic and the Caribbean.

During the Cuban missile crisis in 1962, she sailed for the Caribbean 23 October, following President Kennedy's announcement of a naval quarantine around the Communist island. She cruised the Caribbean during the next several weeks carrying reserve ammunition for American ships on quarantine duty off Cuba. Departing the Caribbean 16 December, she returned to New York and resumed her pattern of operations in the Atlantic and the Mediterranean.

Between August 1963 and July 1966 *Great Sitkin* has deployed three times with the 6th Fleet, and during these tours she has participated in several Fleet and NATO

USS *Great Northern* held the record for speedy "Turn-Arounds" during World War I.

exercises. After a 3-month overhaul *Great Sitkin* left Bethlehem Steel Shipyard, Hoboken, N.J., in December 1966 for training exercises off Guantanamo Bay, Cuba. At present she continues to support American ships in the Atlantic and the Mediterranean, and she stands ready to supply ammunition necessary for the continuing task of "keeping the peace."

Great Western

A former name retained.

(SwStr: t. 429; a. 1 12-pdr., 1 32-pdr., 1 6-pdr.)

Great Western, a sidewheel steamer, was built at Cincinnati, Ohio, in 1857 and was purchased by the War Department 10 February 1862. She was transferred to the Navy 30 September 1862, but had been used since her purchase by the Western Flotilla.

Great Western was used as an ordnance boat for the Navy on the western waters, and in that capacity operated from Cairo, Ill., to various points on the Mississippi and its tributaries. She supplied ships at the mouths of the White and Arkansas Rivers with ammunition and ordnance, and occasionally fired at Confederate batteries ashore in the almost daily engagements in keeping open the far-spreading river highway system by which the Union divided and destroyed the South. While with the Mortar Flotilla 30 July 1862 she fired on cavalry attacking the boats near the mouth of the Arkansas River and succeeded in driving them off.

During 1862 and the first half of 1863, the overriding concern of Union forces was the capture of Vicksburg, and *Great Western* spent much of her time during this period near the mouth of the Yazoo River above the city in support of combined operations there. She provided support for the joint attacks of December 1862 above the city, and remained in the area until the Confederate stronghold fell in July 1863.

Following the fall of Vicksburg, *Great Western* continued her duties as supply ship for the squadron, being stationed at Skipwith's Landing, Miss., and Goodrich's Landing, La. In July 1864 she was sent to Cairo, Ill., the great Union naval base in the west, to act as a receiving ship. *Great Western* was transferred as receiving ship, Mound City, Ill., in March 1865, and was subsequently sold at auction there to John Riley 29 November 1865.

Greater Buffalo, see *Sable* (IX–81)

Grebe

A swimming bird closely related to the loon but with lobate rather than webbed toes.

(AM–43: dp. 950; l. 187′10″; b. 35′6″; dr. 9′9″; s. 14 k.; cpl. 59; a. 2 3″)

Grebe, built by the Staten Island Steam Boat Co., launched 17 December 1918; was sponsored by Miss Emma Youmans and commissioned at the Brooklyn Navy Yard 1 May 1919, Lt. Niels Dustrup in command.

From 9 July 1919 until 1 October, *Grebe*, based at Kirkwall, Orkneys, was part of a minesweeper flotilla clearing the North Sea of mines laid by the Allies during World War I. She returned to Portsmouth, N.H., 28 November 1919 via Davenport, Brest, Lisbon, the Azores, Bermuda, and New York. After extensive repairs, *Grebe* moved to the Boston Navy Yard 4 November 1920; from there she sailed the coast from Maine to New Jersey calibrating radio compass stations and doing miscellaneous towing and rescue work. On 29 April 1921 she rescued 139 passengers from the Portuguese steamer *Mormugao*, which had run aground off the Massachusetts coast.

Grebe's next duty took her to Newport, R.I., on 2 June; she escorted submarine *G–1* in diving trials until 23 June when *G–1* sank in 16 fathoms. After participating in salvation operations, *Grebe* returned to Boston on 22 July

to resume radio compass station calibration and other duties. From there she made a round trip to Norfolk, Guantanamo, and the Canal Zone which occupied her from 1 December 1921 until 18 March 1922, when she returned to Portsmouth. There she decommissioned 12 May 1922.

Grebe recommissioned 15 November 1922, Chief Boatswain Albert C. Fraenzel commanding. On 16 December she sailed for St. Thomas, capital of the Virgin Islands, where she served as station ship until 1931. *Grebe* made an average of a trip a week between St. Thomas, St. Croix, and San Juan carrying stores and passengers, both military and civilian; she also towed coal barges and dredges to San Juan, Fort de France, Martinique, and other Caribbean ports. While at St. Thomas, *Grebe* was invaluable in assisting disabled ships, mainly those grounded on coral reefs, and in searches for missing ships. This work was interrupted by a yearly 5-week repair period at Charleston, S.C.

Grebe's finest moment came in 1930. A hurricane laid waste large parts of the Dominican Republic and killed thousands in September. Carrying trained medical men and emergency supplies *Grebe* was the first ship to reach devastated Santo Domingo. She remained there 2 weeks, helping unload other ships and clear debris.

17 March 1931 *Grebe* brought Dr. Paul M. Pearson, Governor-appointee, and his staff from San Juan to St. Thomas; nucleus of the Virgin Island's first civilian government.

Grebe then returned to Boston. There on 12 July 1931 she took in tow historic *Constitution*. A long campaign had resulted in restoration of the famed ship to its original condition, and *Grebe* was to spend the next 3 years as her tender and towing ship as they visited every major American port, East and West Coast. Millions of Americans thrilled to their heritage touring "Old Ironsides" in New York, Norfolk, Key West, Galveston, Guantanamo, Los Angeles, Seattle, Portland, and the Canal Zone.

12 May 1934 *Grebe* relinquished her duties with *Constitution*, entering the Philadelphia Navy Yard for overhaul. After a brief tour of duty at Norfolk, 21 August to 14 September, she sailed for Guantanamo towed for fleet gunnery practice until 12 October, then sailed to San Pedro, arriving 19 November. Operating there until mid-1940; she performed a variety of tasks, including towing for target practice, participating in fleet problems, minesweeping exercises, training squadron details, and harbor service. Her tour there was interrupted by two voyages, the first to Pearl Harbor 6–31 May 1935 for fleet problems and the second to Guantanamo and Norfolk 26 December to 7 May 1939 for gunnery exercises.

Sailing from San Pedro 3 June 1940, *Grebe* arrived Pearl Harbor 17 June to tow for gunnery and bombing practice, and participate in minesweeping training. Two trips back to the mainland, 1 August to 9 September and 27 September to 13 October 1941, in company with *Bobolink* on passenger and stores runs interrupted her Hawaiian duty.

Grebe was in yard availability at Pearl Harbor 7 December 1941. Her 3" guns had been dismantled for the overhaul so she could fight only with rifles and pistols. She was credited with shooting down one of three unidentified planes flying low over the Navy Yard. On 24 January *Grebe* departed for Palmyra Island with YO–43 in tow where she arrived 5 days later. She returned to Honolulu 5 February and continued from there until autumn. Her classification was changed to AT–134 on 1 June 1941.

On 30 September *Grebe* joined a convoy for Johnston Island and returned 9 October. On 9 November 1942 *Grebe* was underway again with *YC–737* and *YB–9* in tow and accompanying *YO–44*, for Canton Island. Calling there 25 November she proceeded to Pago Pago, Samoa arriving 28 November.

On 6 December 1942 *Grebe* grounded while attempting to float SS *Thomas A. Edison* at Vuata Vatoa, Fiji Islands. Salvage operations were broken up by a hurricane that destroyed both ships 1–2 January 1943. Her name was struck from the Navy List 28 July 1943.

Grebe earned one battle star for World War II service.

Grecian

A British name retained.

(BAM–19: dp. 890; l. 220'6"; b. 32'; dr. 9'6"; s. 18 k.; cpl. 80; a. 1 3", 6 20mm.; cl. HMS *Catherine*)

BAM–19 was laid down 7 September 1942 by Savannah Machine & Foundry Co., Savannah, Ga.; launched 10 March 1943; transferred to the United Kingdom under lend-lease 22 September 1943; and named HMS *Grecian*. Returned to the United States Navy in England after the war, the mine sweeper was transferred to the government of Turkey under the Military Assistance Program in January 1947. She serves the Turkish Navy as *Edincik* (M–509).

Greely, General A. W., see *General A. W. Greely* (AP–141)

Green, William F., see *William F. Green* (No. 3664)

Green Dragon

(SP–742: t. 17; l. 60'; b. 10'3"; dr. 4'2"; s. 10 k.; a. 1 1-pdr., 1 mg.)

Green Dragon was built in 1901 by J. Smith of Port Washington, Long Island, and acquired 19 July 1917 from Edward German of Newport, R.I. During World War I she served as a coastal patrol boat in the Second Naval District along the New England coast from Chatham, Mass., to New London, Conn. She was sold 25 February 1922 to George E. Clement & Son of Philadelphia.

Green Island

An island off the coast of Maine.

(YFB–32: dp. 167; l. 117'; b. 24'; dr. 8'9"; s. 9 k.)

Green Island (YFB–32), a wooden steam ferryboat, was built as *Aucociseo* in 1897 by South Portland Shipbuilding Co., South Portland, Maine, and was acquired 3 April 1942 from her owner, Casco Bay Lines, Inc., Portland, Maine. She was placed in service with 1st Naval District 5 May 1942 at Portland, Maine, and renamed *Green Island*.

Used to transport fleet liberty parties in Casco Bay, Maine, *Green Island* continued in service until returned to her former owner 18 December 1945. Her name was struck from the Navy List 20 March 1946.

Green River

Rivers in Illinois, Kentucky, Washington, and Wyoming, Utah, and Colorado.

(LSMR–506: dp. 790; l. 206'3"; b. 34'6"; dr. 7'2"; s. 13 k.; cpl. 138; a. 1 5", 4 40mm., 8 20mm., 4 4.2" m., 10 rkt.; cl. *LSMR–401*)

LSMR–506 was laid down 31 March 1945 by Brown Shipbuilding Co., Inc., Houston, Tex.; launched 28 April 1945; and commissioned 19 June 1945, Lt. Howard E. Moore in command.

After shakedown off the East Coast, *LSMR–506* departed Portsmouth, Va. 7 August, enroute to San Diego, arriving there on the 29th. While enroute, World War II ended. *LSMR–506* was assigned to Squadron 3, operating along the West Coast from San Diego. Departing 18 March 1946, *LSMR–506* arrived Astoria, Oreg., 4 days later. She decommissioned 20 May 1946 and entered the

Pacific Reserve Fleet. While berthed with the Columbia River Group, she was named *Green River* 1 October 1955. Her name was struck from the Navy List 1 October 1958 and she was sold.

Greenbrier River

A river in southeastern West Virginia.

(LSMR–507; dp. 790; l. 206'3"; b. 34'6"; dr. 7'2"; s. 13 k.; cpl. 138; a. 1 5", 4 40mm., 8 20mm., 4 4.2" m., 10 rkt.; cl. *LSMR–401*)

LSMR–507 was laid down 31 March 1945 by Brown Shipbuilding Co., Houston, Tex.; launched 28 April 1945; and commissioned 22 June 1945, Lt. Alvin G. Walser in command.

Departing Houston 27 June, *LSMR–507* steamed via Galveston to Charleston, S.C., where she arrived 7 July. From 28 to 30 July she sailed to Little Creek, Va., for training in Chesapeake Bay and along the Virginia coast. Assigned to LSMR Squadron 4, she departed Little Creek 4 October for the Great Lakes. She touched at Halifax, Quebec, and Montreal and arrived Rochester, N.Y., 16 October. During the next 3 weeks she sailed to Detroit and Chicago before returning to Rochester 1 November, and then to Little Creek 17 November.

During the next 2 months *LSMR–507* continued operations out of Little Creek. She departed 29 January 1946, for operations off San Juan, P.R., and later out of Guantanamo Bay. She returned to Little Creek 24 March.

Following duty out of Norfolk and Baltimore, *LSMR–507* departed Little Creek for the West Coast 18 October, arriving San Diego 20 November. Assigned to LSMR Squadron 3, she operated out of San Diego; decommissioned there 5 February 1947; and entered the Pacific Reserve Fleet. While berthed at San Diego, she was named *Greenbrier River* 1 October 1955. Her name was struck from the Naval Register 1 October 1958.

Greencastle

A city in west-central Indiana and a borough in southern Pennsylvania.

(PC–1119: dp. 280; l. 173'8"; b. 23'; dr. 10'10"; s. 22 k.; cpl. 65; a. 2 3", 5 20mm., 2 rkt., 2 dcp., 2 dct.; cl. *PC–461*)

Greencastle (PC–1119) was laid down as *PC–1119* 12 June 1942 by DeFoe Shipbuilding Co., Bay City, Mich.; launched 11 August 1942; and commissioned at New Orleans, La., 18 December 1942, Lt. Comdr. James Duffy in command.

After shakedown off Key West, she sailed 19 January 1943 for the Southwest Pacific. Steaming via New Caledonia, she reached Brisbane, Australia, 12 March and was assigned duty as flagship Allied Local Defense Forces, Northwest Australia. During the next 6 months she operated out of Brisbane, Townsville, and Cairns, Queensland, escorting convoys between Australia and New Guinea. During June and July she helped repel enemy planes that attacked Allied shipping at Port Moresby.

PC–1119 transferred her base to Milne Bay, New Guinea, in September, and from there she escorted convoys moving men and supplies along the coast of Huon Gulf. On 2 October she supported amphibious landings at Finschhafen, which was to become the jumping off point for the invasion of New Britain. Transferred to the 7th Amphibious Force 6 December, she supported the initial invasion during landings at Arawe, New Britain, 17 December. Nine days later she supported landings by the 1st Marine Division at Cape Gloucester; then, after steaming along the northern coast of New Guinea, she participated in the assault against Saidor 2 January 1944.

During the next 3 months *PC–1119* escorted convoys along the New Guinea coast to the Admiralties and New Britain. She supported an amphibious landing at Talasea, New Britain, 7 March. Driving westward along New Guinea, she joined the assault at Aitape 22 April; and, as an escort and patrol ship, she supported landings 3 July at Noemfoor, Schouten Islands. During this invasion she patrolled on anti-shipping sweeps as the Japanese attempted to send reinforcements by barge. After steaming to Australia in August, she returned to Aitape 3 September to prepare for operations in the Moluccas. Between 15 and 24 September she steamed off Morotai, where she controlled landing craft and provided antiaircraft cover for supply transports. Departing 24 September, she sailed via Biak to Humboldt Bay where she arrived the 28th.

PC–1119 departed 9 October for the invasion of the Philippines. Steaming via Manus, Admiralties, she closed the coast of Leyte 20 October. After laying down shoal bouys at the northern end of Leyte Gulf, she served as landing control ship during the assault against Tacloban airfield. She remained off Leyte; and between 23 and 25 October she helped repel heavy enemy air attacks, during which she splashed three Japanese raiders.

Late on the 25th she sailed to search for survivors from gallant ships lost during the Battle off Samar. During mid watch 27 October she rescued 183 men from *Gambier Bay* (CVE–73), then returned the same day to Leyte Gulf. Resuming duty as control and fire cover ship, she served in Leyte Gulf until 9 November. She sailed for New Guinea the 9th and reached Hollandia the 16th.

After repairs, she steamed to Sansapor, New Guinea, 12 December to prepare for the invasion of Luzon. Departing in convoy 30 December, she reached Lingayen Gulf 9 January 1945 and there served as control ship for the landings at San Fabian Beach. The Japanese launched heavy air attacks against American shipping; and, while *PC–1119* was returning to Leyte as a convoy escort, she was narrowly missed by suicide planes on the 12th and 13th.

The veteran sub chaser returned to Luzon 29 January; and, after supporting landings at San Felipe and San Narciso by troops of the 8th Army, she arrived Subic Bay 3 February. On the 15th she escorted landing craft from Subic Bay for landings at Marivales, Bataan. The following day she served as fire support ship during the assault against Corregidor. As the first amphibious wave closed the beach, she poured gunfire into enemy pillboxes and gun positions and silenced two Japanese guns. She was briefly caught in enemy crossfire between Corregidor and Caballo. Although damaged by an enemy shell, she embarked casualties from LCM's and evacuated them while under fire to an offshore LST.

PC–1119 operated off western Luzon and Mindoro on antishipping sweeps until 11 March when she sailed for Leyte. Arriving the 14th, from 19 to 24 March she steamed via the Palaus to Hollandia. After repairing battle damage, she departed 30 June and returned to Subic Bay 8 July. During the next month she searched for enemy submarines off Luzon between Subic and San Fernando. Assigned to the Philippine Sea Frontier 14 August, after the end of hostilities she patrolled the South China Sea to accept the surrender of Japanese submarines.

Remaining in the Philippines after the end of the war, *PC–1119*, "a little ship with a number instead of a name," compiled a Pacific war record that equaled many a larger ship. Assigned to the 16th Fleet 19 March 1946, she returned to the United States and reported for duty 10 August. She decommissioned 9 January 1947 at Green Cove Springs, Fla., and entered the Atlantic Reserve Fleet. While berthed at Green Cove Springs, she was named *Greencastle* 15 February 1956. She was sold to Boston Metals Co., Baltimore, Md., for scrapping 1 July 1958.

Greencastle received five battle stars for World War II service.

Greene

Samuel Dana Greene, born 11 February 1839 in Cumberland, Md., was appointed acting midshipman 21 September 1855. He was executive officer in *Monitor* during her classic battle with ironclad *C.S.S. Virginia* 9 March 1862 and assumed command after his Captain Worden

was wounded. He was also executive officer in *Monitor* in the engagements in the James River, Va., April–May 1862, and when she foundered in a gale. Commander Greene died 11 December 1884 at Portsmouth, N.H., and was buried in Bristol, R.I.

(DD–266: dp. 1,215; l. 314′4½″; b. 30′11½″; dr. 9′4″; s. 34.12 k.; cpl. 122; a. 4 4″, 1 3″, 12 21″ tt.; cl. *Clemson.*)

Greene (DD–266) was launched 2 November 1918 by the Bethlehem Shipbuilding Corp., Quincy, Mass.; sponsored by Mrs. John Stevens Conover, the namesake's daughter; and commissioned 9 May 1919, Comdr. R. A. Theobald in command.

Greene sailed from Newport 5 June 1919 for Brest via Plymouth, England, and returned to New York 27 July. Underway again 18 August, she put in at San Diego, Calif., 22 December and decommissioned there in March 1920. Remaining in the Reserve Destroyer Force until 10 September 1921, she sailed from San Diego that date for the Puget Sound Navy Yard. *Greene* returned shortly thereafter to San Francisco, arriving 2 December 1921, and decommissioned there 17 June 1922.

Recommissioned 28 June 1940 at San Diego, *Greene* was towed to San Francisco and was redesignated AVD–13 6 April 1941 following conversion. She sailed 27 April for the Caribbean and conducted training and tended seaplanes off Puerto Rico and Bermuda.

One week after the Japanese attacked Pearl Harbor *Greene* sailed for Brazil. Until the summer of 1942 she served as seaplane tender at Natal with one call at Rio de Janeiro for repairs in February 1942. She returned to Charleston 18 July 1942. She escorted a convoy from Norfolk to Bermuda and operated in the South Atlantic for the next 6 months as a convoy escort, making two voyages to Rio de Janeiro. Back at Norfolk 26 February 1943, she steamed thence to Argentia, Newfoundland, to operate with *Bogue*, one of the new escort carriers designed to hunt down German submarines in the North Atlantic. Both warships sailed 23 April to escort a convoy to Londonderry, Ireland, and made the eastward passage without incident. On the return leg of the voyage, however, one of the first major engagements between carrier-based aircraft and submarines attempting a rendezvous for mass attack occurred 21–22 May when *Bogue's* planes made six attacks on submarines and sank *U–569* in 50–40 N., 35–21 W. Twenty-four Germans were captured.

During a second antisubmarine patrol from 31 May to 20 June 1943, *Bogue* and her escorts, including *Greene*, shared repeated successes, sinking *U–217* 5 June in 30–18 N., 42–50 W., and *U–118* in 30–49 N., 33–49 W. one week later. For these two successful antisubmarine operations *Greene* received the Presidential Unit Citation. The *Bogue* group was the first of a series of hunter-killer units which was to spell the doom of the German submarine menace.

Subsequently, until the fall of 1943 *Greene* escorted a fast troop convoy from Norfolk to the United Kingdom and return, and operated off Bermuda. On 5 October she sailed as carrier escort for *Core* in company with *Belknap* and *Goldsborough*. On 20 October the group sank *U–378* in 47–40 N., 28–27 W.

Greene returned to Charleston 19 January 1944 for conversion to high speed transport and was designated APD–36 on 1 February 1944. After intensive training she stood out 12 April for Oran, Algeria, to take part in Operation Dragoon—the invasion of Southern France. On 14 August, when she left the staging area at Propriano, Corsica, and landed American and Canadian troops on the Levant and Port Cros Islands off the coast of France between Toulon and Cannes. *Greene's* troops were assigned to the mission of seizing the strategic islands and silencing long range coastal batteries thought to be emplaced there. That day, the islands were secured—many of the German "guns" turned out to be stove pipes—and the stage was set for the 15 August D-day assault on the mainland.

With her tasks accomplished, *Greene* served on escort duty in the Mediterranean until departing Oran 6 December 1944 for Norfolk, where she put in 21 December. Underway once more 29 January 1945, the far-ranging warship steamed via Panama to reach Ulithi 31 March and commenced escort duties. During April she escorted four carriers to Okinawa while the battle for that island raged. She returned to Guam to meet another Okinawan convoy, and stood antisubmarine picket line duty off Okinawa. Until the fall of 1945 *Greene* continued escort duties between Okinawa, Saipan, and the Philippines. At war's end, she evacuated ex-prisoners of war from Nagasaki after that port had been razed by the second atomic bomb dropped on Japan, and moored at Okinawa 24 September.

Greene's long dynamic career came to an end in a dramatic manner. During the famous 9 October 1945 typhoon at Okinawa, winds in excess of 100 knots drove her aground on the northwest coast of Kutaka. Damaged beyond economical repair, all useful material was salvaged. She decommissioned 23 November 1945. *Greene* was struck from the Navy List 5 December 1945.

Greene received three battle stars and the Presidential Unit Citation for World War II service.

Greene, Eugene A., see *Eugene A. Greene* (DD–711)

Greene, Howard, see *Howard Greene (No. 2200)*

Greenfish

One of various labroid fishes, Florida bluefish or ladyfish.

(SS-351: dp. 1,526; l. 311′9″; b. 27′3″; dr. 15′3″; s. 20 k.; cpl. 66; a. 1 5″, 10 21″ tt.; cl. *Balao*)

Greenfish (SS–351) was launched by the Electric Boat Co., Groton, Conn., 21 December 1945; sponsored by Mrs. Thomas J. Doyle; and commissioned 7 June 1946, Comdr. R. M. Metcalf commanding.

Greenfish's shakedown cruise 22 July to 13 September 1946, took her to Barranquilla, Colombia; the Canal Zone; Callao, Peru; and St. Thomas, Virgin Islands. Exercises out of New London and in Chesapeake Bay carried her through the year, and the early months of 1947 found *Greenfish* back in the Caribbean for fleet exercises. On 11 February 1947 she effected one of the first transfers of personnel from an aircraft carrier, *Franklin D. Roosevelt*, to a submarine by helicopter. Various exercises along the American coast and in the Caribbean occupied *Greenfish* until 8 January 1948, when she entered the Electric Boat Co. yards for GUPPY (Greater Underwater Propulsion Power) conversion.

This conversion included the installation of snorkeling equipment on *Greenfish* to enable her to steam on diesel engines while submerged, which required the enlargement of her "sail." In addition, more batteries were installed to increase her submerged speed and permit the ship to remain completely submerged for longer periods. Returning to New London 21 August 1948, *Greenfish* sailed on her "second" shakedown cruise 1 September, with Rear Admiral James J. Fife, Commander, Submarine Force, Atlantic Fleet, aboard. She transited the Panama Canal 9 September and engaged in exercises at Balboa before returning to New London 24 September.

The new GUPPY submarine was attached to the Pacific Fleet, and sailed for Pearl Harbor 23 October. She reached her new home 25 November 1948. With the exception of ASW and harbor defense exercises in Puget Sound January-February 1950 and a subsequent Mare Island overhaul, *Greenfish* operated out of Pearl Harbor on local exercises through 1951.

Departing Pearl Harbor 15 November 1951, *Greenfish* sailed to Yokosuka, Japan, for Korean War duty. After a patrol 31 January to 1 March 1952, she participated in

exercises at Okinawa and then returned to Hawaii 2 June. Local and special operations filled her time until 5 November 1954, when she entered the Pearl Harbor Shipyard for another modernization overhaul.

Greenfish, overhaul completed 6 July 1955, sailed for deployment with the 7th Fleet 15 September and reached Yokosuka 29 September. From 19 October to 15 November she engaged in special operations, and then embarked on a tour of Southeast Asia. Ports visited by *Greenfish* during her 2-month cruise include Manila, Singapore, Rangoon, where she was the first submarine ever to visit and was inspected by Burmese Prime Minister U Nu, and Hong Kong. After further exercises off Okinawa and Yokosuka, *Greenfish* returned to Pearl Harbor 13 March 1956.

The following 5 years fell into a pattern for *Greenfish*—local operations out of Pearl Harbor, special operations, exercises along the American coast, and periodic overhauls. *Greenfish* entered Pearl Harbor Shipyard 15 December 1960 for a FRAM (Fleet Rehabilitation and Modernization) overhaul and extensive conversion to a GUPPY-III class ship. This included cutting *Greenfish* in half and adding a 15-foot section of hull to permit more batteries and other equipment.

Conversion completed, *Greenfish* departed 28 July 1961 for shakedown, operations at Pearl Harbor, and in December sailed to serve with the 7th Fleet. In addition to special operations, the submarine participated in various fleet and ASW exercises and visited several ports, including Hong Kong, Manila, and Okinawa. Returning to Pearl Harbor June 1962, *Greenfish* engaged in local operations until October, when the Cuban missile crisis sent her to Japan to strengthen the 7th Fleet. Upon return to Hawaii December 1962, she underwent a brief overhaul and then resumed her peace time schedule of local and special operations interspersed with training exercises.

Based at Pearl Harbor, she participated in various ASW exercises while maintaining the high tempo of training and readiness for her crew. From 30 March 1964 to 4 September she underwent overhaul; and, after a cruise to the Pacific Coast and back, *Greenfish* departed for the Far East 27 January 1965. She arrived Japan early in February and during the next 4 months operated with the 7th Fleet in waters from Japan to the Philippines. She returned to Pearl Harbor 1 August, continued type training into 1966, and deployed once again to the Western Pacific 1 February 1966. She completed her duty with the 7th Fleet 1 July and returned to Hawaii later that month to resume readiness exercises out of Pearl Harbor. Into 1967 she continued to serve the cause of peace as a unit of the Pacific Fleet's powerful submarine force.

Greenlet

Any of several grayish, plainly colored, sweet singing birds of the *vireo* family, found primarily in the eastern United States.

(ASR–10: dp. 2,040; l. 251'4"; b. 42'; dr. 14'10"; s. 15 k.; cpl. 102; a. 2 3", 8 20mm., 2 dct.; cl. *Chanticleer*)

Greenlet (ASR–10) was laid down by Moore Dry Dock & Shipbuilding Co., Oakland, Calif., 15 October 1941; launched 12 July 1942; sponsored by Mrs. B. P. Flood; and commissioned 29 May 1943, Comdr. F. W. Laing in command.

After shakedown, *Greenlet* conducted patrol and escort runs out of San Diego before sailing for Pearl Harbor 24 July. Constructed as a submarine rescue ship, she served at Pearl Harbor and at Midway for more than a year, making escort runs and conducting refresher training for patrol-bound submarines. As the progress of the war advanced steadily across the Pacific, she sailed to Guam 21 December 1944 to carry invaluable submarine training closer to the patrol areas.

While at Midway and Guam, *Greenlet* helped train some 215 submarines, among them such fighting boats as *Tang*, *Tautog*, *Barb*, *Snook*, *Drum*, and *Rasher*. Indirectly, she contributed to the sinking of 794 enemy ships, including a battleship and 6 aircraft carriers. Eleven of the submarines trained by *Greenlet* were lost during the war, but her charges sank more than 2,797,000 tons of Japanese military and merchant shipping.

As the bloody war in the Pacific drew to a close, *Greenlet* departed Guam for Japan 16 August 1945. She reached Sagami Wan, Honshu, 28 August; entered Tokyo Bay the following day; and was present during the signing of Japanese surrender 2 September. After placing buoys over wrecks in the harbor and channel at Tokyo, she stripped and demilitarized Japanese miniature submarines based in Yokosuka harbor. On 1 November she escorted three Japanese fleet submarines to Sasebo and converted them for American crews. Departing Sasebo 11 December, she escorted former Japanese submarines *I–14*, *I–400*, and *I–401* to Pearl Harbor, where she arrived via Guam and Eniwetok 6 January 1946.

After returning to San Francisco early in 1946, *Greenlet* spent the following 5 years operating primarily out of San Diego where she trained divers and serviced submarines. From September 1946 to May 1947 and from September 1948 to March 1949 she deployed to the Western Pacific. Operating from the coast of China to the Philippines, she trained and supported fleet submarines stationed in the Far East.

As a result of Communist aggression in South Korea, *Greenlet* departed San Diego for the Far East 6 July 1950. During the next 6 months she operated out of Yokosuka while providing valuable services to the fighting submarine fleet. Sailing for Pearl Harbor 6 January 1951, she served there throughout the remainder of the Korean conflict and continued to provide assistance in the training of submarine crews.

Since the Korean Armistice in 1953, *Greenlet* has remained at Pearl Harbor, training divers and submariners, participating in readiness operations, and assisting in servicing and salvaging operations. On 29 May 1958 she unsuccessfully attempted to keep *Stickleback* (SS–415) afloat rammed during exercises off Ohau, Hawaii.

Between 1953 and 1967 *Greenlet* made eight deployments to the Western Pacific. Operating from Japan and Okinawa to the Philippines and Australia, she rendered training and repair services to submarines, trained divers, and participated in mine recovery and submarine rescue and salvage exercises. During rescue training duty 6 January 1964, she sent her submarine rescue chamber to a depth of 942 feet off the coast of Japan. From the conflict in Korea to the conflict in Vietnam she helped keep the men and boats of the submarine service ready to meet the vast responsibilities in the tension filled Far East.

Into 1967 the vital task of "keeping the peace" presents a greater challenge than ever before. To meet this challenge and to preserve the peace, she remains on duty with the U.S. Pacific Submarine Fleet, filling a most useful and vital role for the security of the free world and for the forces of freedom in Southeast Asia.

Greenling

An elongate, fine-scaled fish found from Kamchatka to California.

I

(SS–213: dp. 1526; l. 311'9"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 60; a. 1 3", 10 21" tt.; cl. *Gato*)

Greenling (SS–213) was launched by Electric Boat Co., Groton, Conn., 20 September 1941; sponsored by Mrs. R. S. Holmes; and commissioned at New London, Conn., 21 January 1942, Lt. Comdr. H. C. Bruton in command.

After shakedown training out of New London, *Greenling* departed 7 March 1942 for the Pacific. She arrived Pearl Harbor 3 April and sailed 20 April for her first war patrol in the Marshalls and Carolines. The submarine attacked cargo ship *Scia Maru* four times 30 April–1 May off Eniwetok, but due to faulty torpedoes was not able to

USS *Greenlet* (ASR–10) during December 1959

sink her. The tenacious submarine even closed for a night gunfire attack in an attempt to cripple her adversary. Finally forced by Japanese aircraft to break off the attack, *Greenling* turned her attention to the huge Japanese base at Truk. As the Japanese converged on the Solomons, Truk became a busy shipping point and a fertile ground for submarine operations. The submarine recorded her first kill 4 May when she hit cargo ship *Kinjosan Maru* amidships, breaking her in two. As the Japanese were turned back in the important Battle of the Coral Sea, history's first big carrier air battle, *Greenling* attempted to intercept the retiring enemy units, but her speed was no match for the fast Japanese heavy units. The submarine departed the Truk area 4 June, the day of Japan's first great naval defeat at the Battle of Midway, and arrived Pearl Harbor 16 June.

Greenling departed on her second war patrol 10 July 1942. One of the first submarines to operate in the Truk area, she now joined in the undersea blockade of that important base, in an attempt to cut its supply lines to Japan. After damaging ships 26 and 29 July *Greenling* sank transport *Brazil Maru* off Truk, and just after midnight the same night attacked cargo ship *Palau Maru*, which she torpedoed and sank. Next morning the submarine took periscope photographs of Truk, and steamed to the New Ireland area, attempting to intercept Japanese fleet units retiring from the Solomons. The submarine encountered surface opposition in the area, but evaded a destroyer attack 20 August and set course back to Midway. En route she destroyed a large Japanese trawler with her deck gun, and arrived Midway 1 September 1942.

Greenling's third war patrol took her off the Japanese home islands. Departing Midway 23 September, the submarine sank cargo ship *Kinkai Maru* 3 October, *Setsuyo Maru* the next day. She fired three torpedoes at cargo ship *Takusei Maru* 14 October, scored three hits, and watched her sink in the space of 6 minutes. This attack brought a host of escort vessels to search for *Greenling*, but she evaded them and attacked a large freighter 18 October. One torpedo set the target aflame, but the second "fish" ran erratically, circled, and almost hit *Greenling*. The next ran true, however, and cargo ship *Hakonesan Maru* was sent to the bottom. After destroying a sampan in the Tokyo-Aleutians shipping lanes 21 October, *Greenling* returned to Pearl Harbor 1 November. The attrition on Japanese shipping by submarines was already being felt and would be a major factor in her eventual defeat.

Steaming into the Solomons-Truk area for her fourth war patrol, *Greenling* departed Pearl Harbor 9 December 1942. Immediately upon her arrival off Bouganville 21 December she attacked a tanker and two escorts, sinking *Patrol Boat 35* before being driven down by depth charge attacks. Moving to the famillar Truk traffic lanes, she sank freighter *Nissho Maru* 30 December. She attacked a large tanker with destroyer escort early 10 January 1943, but after scoring one hit was opened upon by the tanker's large deck gun and was forced to break off the action. Off New Britain 16 January she torpedoed and sank cargo ship *Kimposan Maru* and destroyed a tug with her deck gun, then reconnoitered the Admiralty Islands before steaming to Brisbane, Australia.

The submarine arrived Brisbane 31 January 1943 and remained there until departing on her fifth war patrol 21 February. *Greenling* steamed to the Solomons-Bismarck area, and landed a party of intelligence agents on the coast of New Britain 2 March. In a patrol characterized by bad weather, she scored no hits on enemy shipping and returned to Brisbane 26 April 1943.

Greenling cleared Brisbane 17 May to conduct her sixth war patrol in the Solomons-New Guinea area, long the scene of bitter sea and land fighting. During this patrol she damaged ships 9 June, 10 June, and 27 June, but was unable to record a sinking because of heavy escort activity. She returned to Brisbane 8 July 1943.

The submarine sailed 29 July on her seventh war patrol, which consisted largely of special missions. She landed a party of Marine Raiders in the Treasury Islands 22–23 August to select a site for a radar station and prepare for the landings there, scheduled for October. *Greenling* reconnoitered Tarawa 10 September and sailed to San Francisco via Pearl Harbor for overhaul.

Returning to action 5 December at Pearl Harbor, *Greenling* sailed for her eighth war patrol 20 December 1943,

in the Caroline Islands. She ended the old year with a late night attack, which sank freighter *Shoho Maru*, reconnoitered Wake Island, and returned to Midway 28 January 1944. Her ninth war patrol, 20 March–12 May 1944, was a special mission entailing photographic reconnaissance of Guam, Tinian, and Saipan in the Marianas Islands, work which did much to aid the coming amphibious campaign for the Marianas.

Greenling sailed from Pearl Harbor on her 10th patrol 9 July 1944. Operating off Formosa, she formed a coordinated attack unit with *Billfish* and *Sailfish*. Closely watched by enemy aircraft *Greenling* recorded no torpedo sinkings, though she sank a trawler with gunfire 8 August. She returned to Midway 12 September 1944.

The veteran submarine departed 5 October 1944 for her 11th war patrol, in the ocean approaches to Tokyo. Sighting a 5-ship convoy 7 November, she fired 4 torpedoes and sank both oiler *Kota Maru* and transport *Kiri Maru 8*. Continuing to prowl off Japan, *Greenling* sank her last ship 10 November 1944 when she torpedoed old destroyer *Patrol Boat 46*. She returned to Pearl Harbor 23 November 1944.

Greenling's last war patrol, her 12th, was carried out in the Nansei Shoto Islands. Departing Pearl Harbor 26 December she found no targets until 24 January 1945, when she intercepted a nine-ship convoy. While making her approach *Greenling* was attacked by escorts, and after a 4-hour depth charge attack managed to make her escape. The submarine suffered minor damage and steamed to Saipan 27 January 1945 for repairs. There it was decided to send her to the United States, and *Greenling* steamed via Pearl Harbor to San Francisco, thence through the Canal to Portsmouth, N.H. After overhaul at Portsmouth Naval Shipyard, the submarine decommissioned 16 October 1946 at New London, Conn.

Greenling was placed in service for the 1st Naval District in December 1946. Stationed at Portsmouth, N.H., she assisted in the training of reservists there and at Boston. The submarine continued this vital service until 18 March 1960, when she was placed out of service at Boston. She was sold 16 June 1960 to Minichiello Brothers, Chelsea, Mass., and scrapped.

Greenling received ten battle stars for World War II service and a Presidential Unit Citation for her outstanding performance in her first three war patrols. All her patrols except the fifth, tenth, and twelfth were designated successful.

II

(SS(N)–614; dp. 3732; l. 292′3″; b. 31′8″; dr. 24′; s. over 30 k.; cpl. 99; a. 4 21″ tt.: cl. *Thresher*)

The second *Greenling* (SS(N)–614), an attack submarine, was launched by Electric Boat Co., Groton, Conn., 4 April 1964; sponsored by Mrs. H. C. Bruton; and commissioned 3 November 1967, Comdr. Guy H. B. Schaffer in command.

Greensboro

A city in North Carolina.

(PF–101: dp. 1,264; l. 303′11″; b. 37′6″; dr. 13′8″; s. 20 k.; cpl. 190; a. 3 3″; cl. *Tacoma*)

Greensboro (PF–101), ex-PG–209, ex-MC Hull 1973 was launched under Maritime Commission contract 9 February 1944 by the American Shipbuilding Co., Cleveland, Ohio; sponsored by Mrs. C. I. Carlson; and commissioned at the Coast Guard Yard, Curtis Bay, Md., 29 January 1945, Lt. Cmdr. Henry P. Kniskern, USCG, in command.

Manned by a Coast Guard crew, *Greensboro* remained at Curtis Bay, Md., undergoing outfitting and conversion for weather patrol duty. On 14 February she cleared Baltimore Harbor for Bermuda via Norfolk for shakedown, then escort duties to Guantanamo Bay, Cuba, and Kingston, Jamaica.

Greensboro arrived Boston 23 March for further conversion to air-sea rescue and weather patrol ship. Sailing 11 April she conducted ASW exercises out of Casco Bay, Maine, en route to Argentia, Newfoundland, arriving 22 April. For 10 months she performed vital air-sea rescue and weather patrol duty, with occasional escort missions, operating out of Newfoundland, the Azores and Recife, Brazil. *Greensboro* returned to Boston 17 February 1946 and remained there until she decommissioned 14 March 1946. Her name was struck from the Navy List 23 April 1947 and sold for scrapping 22 April 1948 to the Southern Shipbuilding Co., New Orleans, La.

Greenville Victory

A former name retained.

(T–AK–237: dp. 4,512; l. 455′3″; b. 62′; dr. 28′6″; s. 17 k.; cpl. 52; a. none; T. VC2–S–AP3)

Greenville Victory (T–AK–237) was laid down under Maritime Commission contract by California Shipbuilding Corp., Los Angeles, Calif.; 21 March 1944; launched 28 May 1944; sponsored by Miss Mary J. Vukov; and delivered to WSA 8 July 1944.

During the remainder of the war, *Greenville Victory* served as a merchant ship under charter to Sea Shipping Co. of New York. Following World War II, she transported cargo in the Atlantic and the Pacific. She was transferred to the Army Transportation Service in the spring of 1948. Acquired by the Navy 1 March 1950, she was assigned to MSTS.

Manned by a civilian crew, *Greenville Victory*, from 1950 to 1953, operated in the Atlantic and the Caribbean, carrying military cargo to French, English, and German ports; Guantanamo Bay; and the Canal Zone. Between 19 February and 9 May she sailed out of New York to the Far East and back, loaded with ammunition for Korea. After completing a run to Europe and back, she again departed New York 9 July for the Far East. She reached Yokohama, Japan, 9 August and during the next 2 months operated in the Western Pacific, carrying ammunition to Formosa and to French forces fighting Communist Viet-Minh guerillas in French Indochina. Sailing from Yokohama 4 October via San Francisco, she reached New York 6 November 1953 to resume cargo runs to Europe.

During the next 2 years, *Greenville Victory* steamed primarily between New York and West European ports. In June and July 1954 she sailed to the Western Mediterranean to replenish at sea ships of the mighty 6th Fleet. On 16 November she departed Newport, R.I., for Antarctica and arrived at McMurdo Sound 16 January 1956 to provision ships of Task Force 43. Departing Antarctica 5 February, via New Zealand, she arrived New York 28 March.

Between 1956 and 1964 *Greenville Victory* maintained a busy schedule transporting cargo to American bases scattered throughout the world. She replenished Task Force 43 on three more Antarctic deployments; and, from December to February of 1956–57, 1957–58, and 1960–61, she operated in Antarctic waters. Cargo runs sent her to the Caribbean in 1958, 1960, and 1962 and to Thule, Greenland, during September and October 1958. She also deployed with the 6th Fleet five times between June 1956 and March 1964; and on two deployments in 1963 and 1964 she transited the Suez Canal, steaming to India and Pakistan.

Greenville Victory departed Norfolk, Va., 6 October 1964 to participate in the massive transatlantic trooplift exercise, "Steel Pike I." Departing Morehead City, N.C., 8 October, she closed the Spanish coast off Rota 19 October. For more than 2 weeks she discharged supplies and cargo in support of amphibious and shore operations. Departing Rota 7 November, she steamed via Morehead City to New York, arriving 20 November.

In response to American determination to protect the integrity and independence of South Vietnam from external Communist aggression, *Greenville Victory* departed New York 22 November for duty in the Western Pacific. Sailing via San Diego, she arrived Guam 24 December. During the next month she steamed to Okinawa, Korea,

and Japan, carrying cargo. Arriving Manila, Philippines, 26 January 1965, she sailed the 28th for Pearl Harbor and San Francisco. After reaching the West Coast 25 February, she made a run out of San Francisco to Seattle, Wash., then sailed for the Gulf Coast 15 March, arriving New Orleans the 28th.

During the next 5 months, *Greenville Victory* made cargo runs in the Atlantic out of Norfolk and New York. She departed New York 20 October after a voyage to Labrador and back; and, steaming via Norfolk and Long Beach, she reached Yokohama, Japan, 22 November. Loaded with military cargo, she sailed for South Vietnam the 30th and arrived Saigon 16 December. The following day she sailed via Vung Tau for the West Coast, arriving San Francisco 3 January 1966.

Greenville Victory replenished her holds with vital military supplies for the forces of freedom in Southeast Asia before returning to the Western Pacific. Sailing via Sasebo, Japan, she reached Bangkok, Thailand, 13 February, sailed the 22d for South Vietnam and arrived Vung Tau the next day. Having unloaded, she sailed 1 March for the West Coast to transport additional military material from the United States to Vietnam. She continued operations between the United States and the Western Pacific until transferred to the Atlantic at mid-year. In 1967 she is busy supplying Allied forces in Europe.

Greenwell, Nettie B., see *YF–543*

Greenwich

A former name retained.

(Whaler: t. 338; cpl. 25; a. 10 guns)

Prize ship *Greenwich* was a whaler cruising as a letter-of-marque ship and was captured off the Galapagos Islands by *Essex*, Lt. David Porter, 28 May 1813. Porter converted her to a storeship and placed her under the command of Lt. John M. Gamble, of the Marine Corps. *Greenwich* cruised with *Essex* off South America until 3 October 1813 when the ships departed for the Marquesas Islands for overhaul and provisioning.

Upon his arrival in the Marquesas, Porter erected a fort on what he called Madison Island, and before leaving for Chile 12 December placed prizes *Greenwich*, *Seringapatam*, and *Sir Andrew Hammond* under the protection of its guns. Soon after Porter's departure, Gamble, who was left in charge, was forced to land a detachment to quiet the threatening natives.

Lieutenant Gamble, despairing of Porter's return, began to prepare for departure from the islands in April 1814 by rigging *Seringapatam* and *Sir Andrew Hammond* for sea. Evidence of an impending mutiny was discovered, and although Gamble transferred all ammunition to *Greenwich* as a precaution, the mutineers attacked and captured *Seringapatam* 7 May 1814, wounding Gamble. Two days later the determined officer attempted to get *Sir Andrew Hammond* to sea, but was attacked again, losing four of his men.

His entire party now reduced to eight men, only four of whom were fit for duty, Gamble finally put to sea in *Sir Andrew Hammond* and made the 2,000-mile voyage to the Sandwich Islands without a chart, only to be captured there by the British 19 June 1814. *Greenwich* was burned by Gamble before he departed the Marquesas.

Greenwich Bay

A bay off the Rhode Island coast.

(AVP–41: d. 1,766 t.; l. 310'9"; b. 41'1"; dr. 13'6"; s. 18 k.; a. 1 5", 6 40mm.; cpl. 315; cl. *Barnegat*)

Greenwich Bay (AVP–41) was launched 17 March 1945 by the Lake Washington Shipyard, Haughton, Wash.; sponsored by Mrs. Francis B. Johnson, wife of the Commander Fleet Air Wing 6; and commissioned 20 May 1945, Comdr. Peter F. Boyle in command.

Departing San Diego 26 August after an intensive shakedown, the new seaplane tender sailed for Taku, China, 5 October via Pearl Harbor, Midway, and Okinawa. *Greenwich Bay* spent the rest of 1945 along the China coast, touching at Tsingtao and Shanghai as well as Taku, tending seaplanes of the 7th Fleet. She operated in Japanese waters during January 1946, and after a short stint in the Philippines, sailed for the States 1 May. Reaching Norfolk 1 July 1946 via Hong Kong, Singapore, Naples, Casablanca, and Gibraltar, *Greenwich Bay* continued on to New York for overhaul.

Greenwich Bay reported to the Potomac River Naval Command 19 February 1947 to serve as escort to *Williamsburg*, the Presidential Yacht. This assignment ended 21 June 1948 as she departed Norfolk for an around-the-world cruise. During her 4 month sailing, *Greenwich Bay* made good-will visits to Gibraltar, Port Said, Muscat, Bahrein, Kuwait, Trincomalee (India), Fremantle, Pago Pago, Papeete (Tahiti), and Coco Solo before returning to Norfolk 14 October.

Greenwich Bay sailed 30 April 1949 to assume duties as flagship for Commander, U.S. Navy Middle East Force. Every year since then she has repeated this duty, sailing through the Mediterranean to operate as flagship in the Red Sea, Persian Gulf, and Indian Ocean for 4 to 6 months. In addition to operating with Allied naval units in these areas, *Greenwich Bay* has done extensive work in the People-to-People program, particularly in carrying drugs and other medical supplies to the Arabian and African nations and operated as an important tool of diplomacy, helping to maintain peace in this oil-rich land.

In 1950 the tender's crew distinguished itself in Bahrein, Arabia, as Air France planes crashed there on 13 and 15 June while attempting to make early-morning landings on a fog-shrouded field. *Greenwich Bay* sent out a total of six search-and-rescue missions on the 2 tragic days. On 15 June one of her launches, containing both her captain and medical officer, succeeded in rescuing nine survivors of the crash. For her heroic action *Greenwich Bay* received the special commendation and thanks of both the Arabian and French governments.

When the Suez Crisis flared up in 1956 and seemed to threaten war, *Greenwich Bay* extended her normal cruise in the Persian Gulf to be able to evacuate American dependents and civilians if necessary. As a result of the blocking of the canal, she had to return to the States around the Cape of Good Hope. In her Middle East duties, which are punctuated by local operations and exercises out of Norfolk, *Greenwich Bay* has been visited by many outstanding figures, including King Ibn Saud of Saudi Arabia, the Shah of Iran, His Imperial Majesty Haile Selassie of Ethiopia, and the Shaikh of Kuwait.

Ports which she has visited as part of her official duties as flagship include virtually every major Mediterranean, Persian Gulf, Indian Ocean and Red Sea city as well as several African ones. Among them are Recife, Lisbon, Malta, Bombay, Istanbul, Athens, Beirut, Mombassa (Kenya), Cannes, Karachi, and Madras. *Greenwich Bay* has made 15 Mediterranean deployments protecting American interests and helping to maintain peace in the Middle East. In a conversation with Admiral R. R. Carney and Captain (now Rear Admiral) E. M. Eller, Commander Middle Eastern Force, the late King Iban Saud expressed the Navy's role in this historic region: "The Navy loves freedom. It is the Bedouin of the sea."

Greenwich Bay was struck from the Navy List 1 July 1966 and sold to Boston Metals Co., Baltimore, Md.

Greenwood

Frank Greenwood was born in Methuen, Mass., 10 January 1915 and enlisted in the Naval Reserve 17 July 1940. He was later appointed Midshipman, received training at the Naval Reserve Midshipman's School, and commissioned 12 December 1940. Lt. (j.g.) Greenwood was

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killed 12 November 1942 when his ship *Erie* was torpedoed while on convoy duty in the Caribbean.

(DE–679: dp. 1,400; l. 306'; b. 37'; dr. 9'5"; s. 23.5 k.; cpl. 186; a. 3 3", 4 1.1", 8 20mm., 3 21" tt., 2 dct., 8 dcp., 1 dcp. (hh); cl. *Buckley*)

Greenwood (DE–679) was launched by the Fore River Ship Yard, Quincy, Mass., 21 August 1943; sponsored by Mrs. Laura Greenwood, mother of Lt. (j.g.) Greenwood; and commissioned 25 September 1943, Lt. Comdr. A. W. Slayton in command.

Greenwood sailed for the Pacific 29 November 1943, reaching Samoa, via the Panama Canal 26 December. She spent nearly a year in the South Pacific escorting transports and cargo ships through the New Hebrides and the Solomons, with side trips to Australia. On 30 December 1944 *Greenwood* sailed from New Guinea to join Admiral Kinkaid's 7th Fleet at Leyte Gulf. After escorting 26 merchantmen and LSTs to the Philippines and screening them while there, *Greenwood* sailed for Ulithi. There she picked up a convoy of supply and troop ships bound for Iwo Jima, still the scene of bloody battle, and sailed 5 March. Departing the Iwo Jima area 27 March, *Greenwood* sailed to Eniwetok, where she conducted submarine and antisubmarine training exercises.

After war's end, *Greenwood* sailed for a much-needed overhaul at Mare Island, and on 4 September 1945 steamed under the Golden Gate Bridge to end 22 months continuous service in the Pacific.

Following overhaul, *Greenwood* sailed for the East Coast via Panama 2 January 1946. After exercises with the Atlantic Fleet at Panama, she continued to New London, arriving 10 April. The following 3 years saw *Greenwood* functioning as an escort along the East Coast from Maine to Key West. On 2 May 1949 she reported at Key West for duty as school ship for the Fleet Sonar School, and remained in that useful service for nearly 6 years. After tours of escort duty at Norfolk and Newport, R.I., 1954 through 1957 *Greenwood* returned to Key West in July 1957. Six months later she was designated Selected Reserve Training Ship for the 6th Naval District, based at Charleston.

Placed out of commission in service 2 September 1958, *Greenwood* served as a reserve training ship until 2 October 1961, when she recommissioned in response to the renewed Berlin crisis. After training along the coast, she reported to Key West for further duty with the Fleet Sonar School 7 January 1962. As world tension eased, *Greenwood* decommissioned again 1 August 1962 but again stayed in service. Operating out of St. Petersburg, Fla., she continued to conduct reserve training cruises designed to keep the Navy's fighting strength and potential at their peak through the next five years. *Greenwood* was struck from the Navy List 20 February 1967 and sold for scrapping. *Greenwood* received 2 battle stars for World War II service.

Greer

James A. Greer, born 28 February 1833 in Cincinnati, Ohio, enlisted in the Navy in 1848. He entered the Naval Academy in 1853 and graduated as a Passed Midshipman the following year. After participating in the Paraguay Expedition, he cruised the west African coast until the outbreak of the Civil War. Greer was serving on board *San Jacinto* 7 November 1861 when she stopped the British steamer *Trent* and removed the Confederate commissioners on their way to England, thereby nearly drawing Great Britain into the war on the Confederate side. Green served in St. Louis from 1862 to 1863 and was then attached to Rear Admiral Porter's Mississippi Squadron. While in command of the ironclads *Carondelet* and *Benton*, he participated in the Vicksburg campaign and the shelling of Grand Gulf as well as the abortive Red River expedition. After commanding the Naval Station at Mound City, he assumed command of the flagship *Blackhawk* and then was in charge of conveying Army transports up the Tennessee River. A tour of duty as Assistant to the Commandant at Annapolis after the war was followed by command of *Mohongo* on the Pacific Station, where Greer was commended for defending American interests in Mexico. After duty at the Naval Academy between 1869 and 1873, Greer returned to the Pacific Station. In 1878 he commanded *Tigress* when that ship was sent to find and aid *Polaris*, wrecked on an Arctic expedition. After special service in *Constitution* during the Paris Exposition, Greer held a variety of shore posts and then served as commander of the European Squadron from 1887 to 1889. Promoted to Rear Admiral in 1892, he retired 28 February 1895. Admiral Greer died in Washington 17 January 1904.

(DD–145: dp. 1,165; 314'4"; b. 30'11"; dr. 9'; s. 35 k.; cpl. 133; a. 4 4", 1 3", 12 21" tt.; cl. *Wickes*)

Greer (DD–145) was launched by William Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa., 1 August 1918; sponsored by Miss Evelina Porter Gleaves, daughter of Rear Admiral Gleaves; and commissioned 31 December 1918, Comdr. C. E. Smith in command.

Greer's shake down took her to Azores, from which she rendezvoused with *George Washington*, carrying President Woodrow Wilson home from the Versailles Peace Conference, and escorted her to the United States. After exercises in coastal waters, *Greer* was assigned to Trepassy Bay, Newfoundland, for duties during a transatlantic flight by four Navy seaplanes, one of which, NC–4, safely completed the historic undertaking. After further training exercises and a European cruise, *Greer* was assigned to the Pacific Fleet, reaching San Francisco 18 November 1919.

Six months' duty with the Pacific Fleet terminated 25 March 1920 when *Greer* sailed to join the Asiatic fleet. After standing by off Shanghai to protect American lives and property during riots there in May, *Greer* sailed to Port Arthur and Darien on intelligence missions and returned to Cavite, P.I., for fleet exercises. The destroyer returned to San Francisco 29 September 1921 via Guam, Midway, and Pearl Harbor. *Greer* decommissioned at San Diego 22 June 1922, and was placed in reserve.

Greer recommissioned 31 March 1930, Comdr. J. W. Bunkley in command. Operating with the Battle Fleet, she participated in a variety of exercises along the coast from Alaska to Panama, with an occasional voyage to Hawaii. Transferred to the Scouting Fleet 1 February 1931, she cruised off Panama, Haiti, and Cuba before being attached to the Rotating Reserve from August 1933 to February 1934. Training exercises, battle practice, and plane guard duty filled *Greer*'s peacetime routine for the next 2 years. She sailed for the East Coast and duty with the Training Squadron 3 June 1936. After conducting Naval Reserve cruises throughout that summer, *Greer* sailed for the Philadelphia Navy Yard 28 September and decommissioned there 13 January 1937.

As war swept across Europe, *Greer* recommissioned 4 October 1939, Comdr. J. J. Mahoney in command, and joined Destroyer Division 61 as flagship. After patrolling the East Coast and Carribbean, *Greer* joined the Neutrality Patrol in February 1940. Detached from this duty 5 October, the destroyer patrolled the Carribbean that winter. She joined other American ships on operations in the North Atlantic early in 1941, out of Reykjavik, Iceland, and Argentia, Newfoundland. United States ships, as non-belligerents, could not attack Axis submarines; but, as the German high command stepped up the pace of the war through the summer of 1941, *Greer* found herself involved in an incident which brought America's entry into the war nearer.

The "Greer Incident" occurred 4 September. At 0840 that morning *Greer*, carrying mail and passengers to Argentia, was signaled by a British plane that a Nazi submarine had crash-dived some 10 miles ahead. Forty minutes later the DD's soundman picked up the underseas marauder, and *Greer* began to trail the submarine. The plane, running low on fuel, dropped four depth charges at 1032 and returned to base, while *Greer* continued to dog

the U–boat. Two hours later the German ship began a series of radical maneuvers and *Greer*'s lookouts could see her pass about 100 yards off. An impulse bubble at 1248 warned *Greer* that a torpedo had been fired. Ringing up flank speed, hard left rudder, *Greer* watched the torpedo pass 100 yards astern and then charged in for attack. She laid a pattern of eight depth charges, and less than two minutes later a second torpedo passed 300 yards to port.

Greer lost sound contact during the maneuvers, and began to quarter the area in search of the U–boat. After 2 hours, she reestablished sound contact and laid down a pattern of 11 depth charges before discontinuing the engagement. *Greer* had held the German raider in sound contact 3 hours and 28 minutes; had evaded two torpedoes fired at her; and with her 19 depth charges had become the first American ship in World War II to attack the Germans.

When news of the unprovoked attack against an American ship on the high seas reached the United States, public feeling ran high. President Roosevelt seized this occasion to make another of his famed "fireside chats," one in which he brought America nearer to outright involvement in the European war. Declaring that Germany had been guilty of an act of piracy, President Roosevelt in effect unleashed American ships and planes for offensive action as he stated "in the waters which we deem necessary for our defense, American naval vessels and American planes will no longer wait until Axis submarines lurking under the water, or Axis raiders on the surface of the sea, strike their deadly blow—first." The period of "undeclared war" in the Atlantic had begun.

Greer remained in the North Atlantic through 1941, shepherding convoys to and from MOMP, the mid-ocean meeting point at which American ships took over escort duties from the hard-pressed Royal Navy. After overhaul at Boston, she turned south 3 March 1942 to resume patrol duty in the Caribbean, fast becoming a favorite German hunting ground. In addition to regular escort duties, *Greer* performed many other tasks, including rescuing 39 victims of German U–boats. In May she stood guard off Pointe a Pitre, Guadaloupe, lest the Vichy French government try to get cruiser *Jeanne d'Arc* to sea.

Sailing from Guantanamo 23 January 1943, *Greer* sailed to Boston then headed for the Atlantic convoy duty. Departing Argentia, Newfoundland 1 March 1943, she escorted merchantmen for Northern Ireland. During heavy North Atlantic gales, the convoy lost seven ships to three separate U–boat attacks before reaching Londonderry 13 March. Greer then escorted 40 merchantmen on the return voyage without incident, and continued on to Hampton Roads 15 April with tanker *Chicopee*.

After exercises in Casco Bay, *Greer* departed New York 11 May with a convoy of 83 ships. Reaching Casablanca, Morocco, 1 June, the destroyer patrolled off the North African port and then recrossed the Atlantic, arriving New York 27 June. After another run to Northern Ireland, *Greer* returned to New York 11 August.

After steaming to Norfolk, she sailed for the British West Indies 26 August to serve briefly as plane guard to *Santee*. She rendezvoused with a convoy in the Caribbean and headed for North Africa. Diverted to New York, she docked there 14 September. Routine training exercises turned into tragedy 15 October as *Greer* collided with *Moonstone* (PYc–9) in the New York Harbor. *Moonstone* sank in less than 4 minutes, but *Greer* rescued all the crew but one.

After repairs, the destroyer escorted French crusier *Gloire* from New York to Norfolk. *Greer* sailed 26 December with another Casablanca-bound convoy and after an uneventful crossing returned to Boston 9 February 1944. This was the final transatlantic crossing for the old four-stack destroyer, as she and her sister ships were replaced by newer and faster escorts.

The veteran destroyer spent the remainder of her long career performing a variety of necessary tasks in American waters. After a tour of submarine training duty at New London, *Greer* became plane guard for several new carriers during the summer of 1944. Operating from various New England ports, she served with *Ranger*, *Tripoli*, *Mission Bay*, and *Wake Island*. Sailing to Key West in February 1945, *Greer* continued plane guard duty until 11 June when she sailed to the Philadelphia Navy Yard.

Greer decommissioned 19 July 1945. Her name was struck from the Navy list 13 August and her hulk was sold to the Boston Metal Salvage Co. of Baltimore 30 November 1945.

Greer received one battle star for World War II service.

Greer, Charles R., see *Charles R. Greer* (DE–23)

Greer County

A county in Oklahoma.

(LST–799: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 119; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–799 was laid down by Jeffersonville Boat & Machine Co., Jeffersonville, Ind., 25 August 1944; launched 3 October; sponsored by Miss Mary R. Whalen; and commissioned at New Orleans 21 October, Lt. Daniel C. Millet in command.

Following shakedown off Florida, *LST–799* loaded construction equipment at Gulfport, Miss., and steamed 29 November for the West Coast. Loading ammunition cargo at San Francisco she departed 13 February 1945; and arrived Saipan 24 March. Two days later she was en route to Okinawa, where the largest amphibious operation of the Pacific war was about to begin. Under the threat of enemy air raids, *LST–799* approached the beaches of Okinawa 2 April, one day after the initial landings. On 3 April *LST–599* was hit by a kamikaze and a fire-rescue party from *LST–799* assisted in extinguishing the blaze caused by the impact.

The landing ship was on General Quarters consistently during the next month as the enemy made a futile effort to stop the accelerating American drive across the Pacific toward Japan. Departing Okinawa 8 May, *LST–799* sailed to Ulithi and for the rest of the war shuttled cargo among the American held bases. Following the hard fought victory which ended World War II, she supported occupation forces in Japan and the Philippines until 22 April 1946 when she decommissioned at Japan.

Following the Communist aggression in Korea in the summer of 1950, *LST–799* recommissioned at Yokosuka 26 August 1950. On 5 September she departed with a cargo of ammunition and provisions, arriving Pusan, Korea 2 days later. There she loaded a tank unit of the 5th Marines and sailed for the landings at Inchon. The magnificently executed landings turned the tide of the conflict. General MacArthur summed up the success of the 15 September assault: "The Navy and Marines have never shone more brightly than this morning."

After the Inchon landings, *LST–799* sailed for Wonsan, arriving there 25 October. During December an overhaul was interrupted to participate in the evacuation of American and South Korean troops at Hungnam. On 24 December she embarked final covering elements of the U.S. 3d Division, and sailed for Pusan arriving the 27th.

In early 1951, she completed overhaul and was equipped with helicopter landing facilities. Assigned as a mine squadron flagship, she performed logistic support for minesweepers off the Korean east coast. She remained off Korea until September 1952; and, in addition to logistics, performed helicopter rescue operations, engaged in the coastal blockade, and participated in the Wonsan Harbor Control System.

Following extended overhaul at Long Beach, Calif., *LST–799* returned to the Western Pacific 9 April 1953. She resumed duties out of Wonsan as a Mine Squadron Flagship. After the armistice, she continued evacuation and training in the Far East, until sailing for the United States late in November 1953.

From 1954 to 1956, *LST–799* made two cruises to the Western Pacific. On 1 July 1955, she was named *Greer County*. Upon return from her 1956 cruise, she became Flagship of Mine Squadron 7 operating along the West Coast. She decommissioned 18 January 1960. *Greer County* was struck from the Navy List 1 November 1960 and she was sold for scrapping.

LST–799 received one battle star for World War II service and nine stars for the Korean conflict.

Gregory

Francis Hoyt Gregory was born in Norwalk, Conn., 9 October 1789. While in the merchant service, he was impressed by the British in an incident typical of those which led in part to the War of 1812. After escaping, Gregory was appointed a midshipman 16 January 1809 by President Jefferson and reported to *Revenge*, commanded by Oliver Hazard Perry. In March 1809 he was transferred to the Gulf Squadron at New Orleans. While serving in *Vesuvius* and as captain of *Gun Boat 162*, Gregory participated in the capture of an English brig smuggling slaves into New Orleans and three Spanish pirate ships. During the War of 1812, he served on Lake Ontario under Commodore Isaac Chauncey and participated in attacks on Toronto, Kingston, and Fort George. In August 1814 Gregory was captured by the British; refused parole, he was sent to England and remained there until June 1815.

After he was released by the British, Gregory joined the Mediterranean Squadron and operated along the North African coast until 1821. In that year he became captain of *Grampus* and spent the following 2 years cruising the West Indies, to suppress piracy. While in the Indies, Gregory captured the notorious pirate brig *Panchita* and destroyed several other pirate ships. After fitting out the frigate *Brandywine*, destined to carry LaFayette back to France, in 1824, Gregory sailed a 64 gun frigate to Greece for the revolutionary government. From 1824–1828 he served at the New York Navy Yard, and in 1831 reported to the Pacific Station for a 3-year cruise in command of *Falmouth*. Gregory served as commander of the Station for 1 year.

From the Pacific, Gregory—appointed a Captain in 1838—sailed to the Gulf of Mexico, where he commanded *North Carolina* and *Raritan* and served in the blockade of the Mexican coast during the war with that country. After the Mexican War, Gregory commanded the squadron off the African coast, with *Portsmouth* as his flagship, until June 1851. Returning to the States, he became Commandant of the Boston Navy Yard in May 1852 and served there through February 1856. His subsequent retirement ended a navy career which spanned nearly 50 years. When the bloody Civil War rolled across the land, Gregory returned to naval service to superintend the building and fitting out of naval vessels in private shipyards. Promoted to Rear Admiral 16 July 1862, he served throughout the 4 years of war and then retired again. Admiral Gregory died 4 October 1866 in Brooklyn, and was buried at New Haven, Conn.

I

(DD–82: dp. 1,191; l. 314′4″; b. 30′11″; dr. 9′2″; s. 34.75 k.; a. 4 4″, 12 21″ tt.; cpl. 141; cl. *Wickes*)

Gregory (DD–82) was launched 27 January 1915 by the Fore River Ship Building Co., Quincy, Mass.; sponsored by Mrs. George S. Trevor, great-granddaughter of Admiral Gregory; and commissioned 1 June 1918, Comdr. Arthur P. Fairfield in command.

Joining a convoy at New York, *Gregory* sailed for Brest, France, 25 June 1918. She spent the final summer of the war escorting convoys from the French port to various Allied ports in Britain and France. As the war neared its close, *Gregory* was assigned to the patrol squadron at Gibraltar 2 November 1918. In addition to patrolling in the Atlantic and Mediterranean, *Gregory* carried passengers and supplies to the Adriatic and aided in the execution of the terms of the Austrian armistice. After six months of this duty, the flush-deck destroyer joined naval forces taking part in relief missions to the western Mediterranean 28 April 1919. In company with USS *Arizona*, *Gregory* carried supplies and passengers to Smyrna, Constantinople, and Batum. She then sailed for Gibraltar with the American counsul from Tiflis, Russia and some British army officers. Debarking her passengers on the rocky fortress, *Gregory* sailed for New York reaching the States 13 June 1919.

After brief tours in reserve at Tompkinsville, N.Y., the Brooklyn Navy Yard, and the Philadelphia Navy Yard, *Gregory* sailed to Charleston, S.C., 4 January 1921. A year of local training operations out of the southern port ended 12 April 1922 when *Gregory* entered the Philadelphia Navy Yard. She decommissioned 7 July 1922 and went into reserve.

As war broke again over Europe, threatening to involve the United States, *Gregory* and three other four-stackers were taken out of mothballs for conversion to high-speed transports. The DDs were stripped of virtually all their armament to make room for boats, while other important modifications were made for troops and cargo. *Gregory* recommissioned 4 November 1940 as APD–3 and joined *Little*, *Colhoun*, and *McKean* to form Transport Division 12. None of these valiant ships were to live through the Pacific war—all but *McKean* were lost during the Guadalcanal campaign.

Gregory and her sister APD's trained along the East Coast for the following year perfecting landing techniques with various Marine divisions. On 27 January 1942, with war already raging in the Pacific, she departed Charleston for Pearl Harbor. Exercises in Hawaiian waters kept TransDiv 12 in the Pacific through the spring, after which they returned to San Diego for repairs. They sailed for the Pacific again 7 June, reaching Pearl Harbor a week later to train for the upcoming invasion of Guadalcanal, America's first offensive effort in the long Pacific campaign.

Departing Noumea 31 July 1942, *Gregory* joined TF 62 (Admiral Frank Jack Fletcher) and steamed for Guadalcanal. After sending her Marines ashore in the first assault waves 7 August, *Gregory* and her sister APD's remained in the area performing a variety of tasks in one of history's most desperately fought over areas. The versatile ships patrolled the waters around the hotly-contested islands—waters which were to gain notoriety as "Iron Bottom Sound"—and brought up ammunition & supplies from Espiritu Santo.

On 4 September *Gregory* and *Little* were returning to their anchorage at Tulagi after transferring a Marine Raider Battalion to Savo Island. The night was inky-black with a low haze obscuring all landmarks, and the ships decided to remain on patrol rather than risk threading their way through the dangerous channel. As they steamed between Guadalcanal and Savo Island at ten knots, three Japanese destroyers (*Yudachi*, *Hatsuyuki*, and *Murakumo*) entered the Slot undetected to bombard American shore positions. At 0056 on the morning of 5 September, *Gregory* and *Little* saw flashes of gunfire which they assumed came from a Japanese submarine until radar showed four targets—apparently a cruiser had joined the three DD's. While the two outgunned but gallant ships were debating whether to close for action or depart quietly and undetected, the decision was taken out of their hands.

A Navy pilot had also seen the gunfire and, assuming it came from a Japanese submarine, dropped a string of five flares almost on top of the two APD's. *Gregory* and *Little*, silhouetted against the blackness, were spotted immediately by the Japanese destroyers, who opened fire at 0100. *Gregory* brought all her guns to bear but was desperately overmatched and less than 3 minutes after the fatal flares had been dropped was dead in the water and beginning to sink. Two boilers had burst and her decks were a mass of flames. Her skipper, Lt. Comdr. H. F. Bauer, himself seriously wounded, gave the word to abandon ship, and *Gregory*'s crew reluctantly took to

the water. Bauer ordered two companions to aid another crewman yelling for help and was never seen again; for his brave and gallant conduct he posthumously received the Silver Star.

At 0123, with all of *Gregory*'s and most of *Little*'s crew in the water, the Japanese ships began shelling again—aiming not at the crippled ships but at their helpless crews in the water. All but 11 of *Gregory*'s crew survived, 6 of them swimming through the night all the way to Guadalcanal. *Gregory* sank stern first some 40 minutes after the firing had begun, and was followed 2 hours later by *Little*. Fleet Admiral Nimitz, in praising the courageous ships after their loss, wrote that "both of these small vessels fought as well as possible against the overwhelming odds . . . With little means, they performed duties vital to the success of the campaign." *Gregory*'s name was struck from the Navy List 2 October 1942.

Gregory received two battle stars for service in World War II.

II

(DD–802: dp. 2,050; l. 376'6''; b. 29'8''; dr. 17'9''; s. 35 k.; cpl. 320; a. 5 5'', 10 21'' tt., 10 40mm., 7 20mm., 2 dct., 6 dcp.; cpl. 320; cl. *Fletcher*)

Gregory (DD–802) was launched by the Todd-Pacific Ship Building Co., Tacoma, Wash., 8 May 1944; sponsored by Miss Ann McGuigan, daughter of Captain McGuigan, superintendent of construction at Tacoma; and commissioned 29 July 1944, Commander Bruce McCandless commanding.

After shakedown along the West Coast, *Gregory* sailed for the Pacific with *Hull* (DD–350), reaching Pearl Harbor 23 October 1944. Two months of local operations terminated in January 1945 as *Gregory* began practice for the impending invasion of Iwo Jima, next-to-last great campaign of the long and bloody Pacific war. *Gregory* sailed for the island 22 January, arriving off Iwo Jima via Saipan and Eniwetok on D-day, 19 February. For the next month she remained off the rocky coast under almost constant fire to screen transports and provide fire support for the invasion forces. Departing Iwo Jima 15 March, *Gregory* reached Saipan 4 days later to prepare for her role in the Okinawa campaign.

Okinawa, last step prior to invasion of the Japanese home islands themselves, involved over a thousand ships and half a million men, under Admiral R. A. Spruance, in the Pacific's war largest amphibious effort. *Gregory* joined this modern armada as it sailed from Saipan 27 March and was off Okinawa 1 April 1945 as the first waves of Marines waded ashore to bloody battle. Her task group, under Admiral Jerauld Wright, conducted a "demonstration landing" on the southeast coast, hoping to distract some Japanese attention from the actual invasion along Okinawa's western coast. This diversion complete, *Gregory* remained off Okinawa on patrol and radar picket station.

On the afternoon of 8 April, *Gregory*'s lookouts spotted three Japanese planes coming in out of the setting sun, a favorite kamikaze device. One of the suicide craft, pieces of fuselage spinning wildly off as *Gregory*'s guns registered hit after hit, crashed into the destroyer amidships just above the waterline to port. *Gregory* shuddered under the impact and began to slow in the water as power failed in her forward engine and fire rooms flooded. The two other kamikazes mercilessly pressed on their attack, but the wounded DD downed both of them in blazing gunfire. *Gregory* then steamed to the anchorage at Kerama Retto for temporary repairs, and on 19 April departed Okinawa. After escorting the carrier *Intrepid* to Pearl Harbor, she sailed for San Diego, reaching there 18 May for battle repairs. While *Gregory* was still in overhaul, the Japanese surrendered and the destroyer was placed in inactive status, in commission in reserve, at San Diego. She decommnssioned 15 January 1947.

Gregory's rest was to be brief, as Communist forces launched their war in Korea 24 June 1950 and the U.S. Navy joined United Nations forces; she recommissioned 27 April 1951, Comdr. H. C. Lank in command. Reaching

USS *Gregory* (DD–802) took less than a year from keel to commissioning.

Yokosuka, Japan, via Pearl Harbor and Midway 16 August 1951, *Gregory* immediately began patrol duty along the Korean coast. Her principal duties were screening American carriers, such as *Essex* and *Boxer*, from which air strikes against North Korean positions and supply lines were launched; blockading the coast, and participating in coastal bombardment as the tide of war ebbed and flowed along the Korean peninsula. In addition, she was frequently assigned to the Formosa patrol, intended to prevent Communist action against the beleaguered republic. Here *Gregory* came under fire from mainland Communist Chinese shore batteries. While on a search-and-rescue mission for a downed P2V 19 January 1953, she closed to within 8,000 yards of Nan-ao Tao, a Communist-held island just off the China coast. Though shore batteries opened fire on her *Gregory* did not return the fire, instead clearing the area immediately to continue her SAR mission.

After the Korean Armistice ended the shooting war in August 1953, *Gregory* returned to a peactime routine of local operations out of San Diego interspersed with yearly deployments, usually 6 months long, to the Far East. These deployments took her to Yokosuka, Sasebo, Hong Kong, Bangkok, Sydney, Okinawa, the Philippines, and Formosa for training maneuvers with American and other warships. In the fall of 1958 *Gregory* spent a tension-filled 2½ months off the China coast during one of the periodic intensifications of the Quemoy-Matsu crisis.

Gregory earned the Battle Efficiency "E" three times during her post-war career—1955, 1956, and 1959. *Gregory* decommissioned at San Diego 1 February 1964 and entered the reserve. She was struck from the Navy List 1 May 1966, renamed *Indoctrinator*, and now serves as an inoperable trainer at San Diego.

Gregory earned two battle stars during World War II and four battle stars during the Korean conflict.

Greiner

Kenneth Frederick Greiner was born in Hibbing, Minn., 27 April 1910 and enlisted as a Seaman, Second Class, 28 September 1935. He became an Aviation Cadet in 1936, underwent fight training, and was honorably discharged 7 April 1936. Lt. (j.g.) Greiner was appointed to the Naval Reserve 29 March 1941, and after attending an aeronautical engineering course at the University of Minnesota reported to Naval Air Station, Dutch Harbor, Alaska, 1 October 1941. He was killed in enemy action there 4 June 1942 during the Japanese attack on the Aleutians.

(DE–37: dp. 1140; l. 289′5″; b. 35′1″; dr. 8′3″; s. 21 k.; cpl. 156; a. 3 3″, 4 1.1″, 9 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.) cl. *Evarts*)

Greiner (DE–37), originally intended for Great Britain under Lend-Lease, was launched as BDE–37 20 May 1943 by the Puget Sound Navy Yard, Bremerton, Wash., and commissioned 18 August 1943, Lt. Comdr. F. S. Dowd in command.

Following shakedown and training exercise along the California-Washington coast, *Greiner* sailed for Pearl Harbor, reaching there 31 October 1943. A series of training and patrol operations kept her in the Hawaiian area until 23 December, when she sailed for recently won Tarawa as flagship of Escort Squadron 28. *Greiner* spent virtually a year in the Gilberts-Marshalls area, as the great American island offensive swept westward toward Japan. The ship performed a variety of tasks, including the most important job of escorting transport vessels to the assault areas. She rescued 13 men from a downed PBM 26 January 1944, and shelled Kusaie Island, in the Carolines, in reply to a salvo from Japanese batteries 1 June 1944.

Greiner spent 3 months at Pearl Harbor for repairs and operations July–October 1944, and after anti-submarine exercises in Hawaiian waters spent December patrolling around Wotje, Mili, Jaluit, and Maloelap atolls, leapfrogged earlier in the war. She spent the remainder of the war in the Gilberts and Marshalls plane-guarding and screening escort carrier forces, except for a short voyage to Okinawa 29 June to 3 July 1945.

Greiner steamed back to the United States from Kerama Retto 3 July 1945, and arrived San Francisco 28 July via Ulithi, Eniwetok, and Pearl Harbor. She decommissioned at Oakland 19 November 1945 and was stricken from the Navy List 5 December. The ship was subsequently sold to J. G. Berkwit & Co. 10 February 1945, and resold in 1947.

Greiner received three battle stars for World War II service.

Grenadier

A soft-finned deep sea fish with a long, tapering body and short, pointed tail.

I

(SS–210: dp. 1,475; l. 307′2″; b. 27′3″; dr. 13′3″; s. 20 k. (surf.), 8.75 k. (subm.); cpl. 80; a. 1 3″, 10 21″ tt.; cl. *Tambor*)

The first *Grenadier* (SS–210) was laid down by Portsmouth Navy Yard, Portsmouth, N.H., 2 April 1940 launched 29 November 1940; sponsored by Mrs. Walter S. Anderson, wife of the Director of Naval Intelligence and commissioned 1 May 1941, Lt. Comdr. Allen R. Jones in command.

On 20 June *Grenadier* participated in the search for *O–9*, who failed to surface after a deep test dive, and was present 2 days later as memorial exercises were conducted over the spot where *O–9* and her crew lay. After shakedown in the Caribbean, *Grenadier* returned to Portsmouth 5 November for refit. Less than three weeks after the Japanese attack on Pearl Harbor, she sailed for the Pacific to join the submarine fleet which was America's first line of attack in the Pacific.

Grenadier's first war patrol from 4 February to 23 March 1942 took her near the Japanese home islands, off the coast of Honshu, and brought her several targets but no sinkings. On 12 April *Grenadier* departed Pearl Harbor for her second war patrol, along the Shanghai-Yokohama and Nagasaki-Formosa shipping lanes. On 8 May she torpedoed and sank one of her most important kills of the war, transport *Taiyo Maru*. Post-war examination of Japanese records showed *Taiyo Maru* to be more than just the ordinary transport; she was en route to the East Indies with a group of Japanese scientists, economists, and industrial experts bent on expediting the exploitation of the conquered territory. Their loss was a notable blow to the enemy war effort.

On 25 May *Grenadier* was diverted from her patrol area to Midway, where she formed part of the submarine patrol line as the American fleet in a bloody but brilliant battle handed the Imperial Navy its first defeat in some three hundred years. *Grenadier*'s third war patrol was in the Truk area, heavily patrolled by enemy ships and planes. Although she sighted some 28 Japanese ships, enemy planes effectively hampered her, and she returned to her new base, Fremantle, Australia, empty-handed.

The Malay Barrier was the site of *Grenadier*'s fourth war patrol from 13 October to 10 December. After laying a minefield off Haiphong, Indochina, the submarine made an unsuccessful attack on a large freighter. During the severe depth charging which followed, sea water seeped into the batteries; *Grenadier*'s crew suffered headaches and nausea from chlorine gas poisoning for the remainder of the patrol. To increase the misery, on 20 November *Grenadier* spotted a *Ryujo* class carrier, escorted by a cruiser and a destroyer, heading through the Strait of Makassar too distant to shoot. *Grenadier* surfaced to radio the carrier's location and course to Fremantle in hope that another submarine could capitalize on it.

Grenadier's fifth war patrol between 1 January and 20 February 1943, brought her considerably better fortune than earlier patrols. A 75-ton schooner fell victim to her deck guns 10 January, and two days later *Grenadier*

sighted a small tanker with a barge in tow. Judging the target not worth a torpedo, she slipped silently into the column behind the two Japanese ships. At dusk she battle surfaced. With binoculars lashed to the deck guns as sights, she raked tanker and barge sinking them immediately. The remainder of her patrol, along the Borneo coast through shallow and treacherous waters, was hampered by fathometer failures. She conducted an aggressive attack on two cargo ships 22 January but did not sink them.

The battle-tired submarine departed Australia 20 March on her last war patrol and headed for the Straight of Malacca, gateway between the Pacific and Indian Oceans. Patrolling along the Malay and Thai coasts, *Grenadier* claimed a small freighter off the island of Phuket 6 April. She remained in the area and late in the night of 20 April sighted two merchantmen and closed in for the attack. Running on the surface at dawn 21 April, *Grenadier* spotted, and was simultaneously spotted by, a Japanese plane. As the sub crash-dived, her skipper, Comdr. John A. Fitzgerald commented "we ought to be safe now, as we are between 120 and 130 feet." Just then, bombs rocked *Grenadier* and heeled her over 15 to 20 degrees. Power and lights failed completely and the fatally wounded ship settled to the bottom at 267 feet. She tried to make repairs while a fierce fire blazed in the maneuvering room.

After 13 hours of sweating it out on the bottom *Grenadier* managed to surface after dark to clear the boat of smoke and inspect damage. The damage to her propulsion system was irreparable. Attempting to bring his ship close to shore so that the crew could scuttle her and escape into the jungle, Comdr. Fitzgerald even tried to jury-rig a sail. But the long night's work proved futile. As dawn broke, 22 April, *Grenadier*'s weary crew sighted two Japanese ships heading for them. As the skipper "didn't think it advisable to make a stationary dive in 280 feet of water without power," the crew began burning confidential documents prior to abandoning ship. A Japanese plane attacked the stricken submarine; but *Grenadier*, though dead in the water and to all appearances helpless, blazed away with machine guns. She hit the plane on its second pass. As the damaged plane veered off, its torpedo landed about 200 yards from the boat and exploded.

Reluctantly opening all vents, *Grenadier*'s crew abandoned ship and watched her sink to her final resting place. A Japanese merchantman picked up 8 officers and 68 enlisted men and took them to Penang, Malay States, where they were questioned, beaten, and starved before being sent to other prison camps. They were then separated and transferred from camp to camp along the Malay Peninsula and finally to Japan. Throughout the war they suffered brutal, inhuman treatment, and their refusal to reveal military information both frustrated and angered their captors. First word that any had survived *Grenadier* reached Australia 27 November 1943. Despite the brutal and sadistic treatment, all but four of *Grenadier*'s crew survived their 2½ years in Japanese hands to tell rescuing American forces of their boat's last patrol and the courage and heroism of her skipper and crew.

Grenadier received four battle stars for World War II service.

II

(SS–525: dp. 1,570; l. 311'8"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 76; a. 10 21" tt.; cl. *Tench*)

The second *Grenadier* (SS–525) was laid down by Boston Naval Shipyard, Boston, Mass., 8 February 1944; launched 10 February 1951; sponsored by Mrs. John A. Fitzgerald, wife of the first *Grenadier*'s last skipper; and commissioned the same day, Comdr. Henry G. Reaves in command.

One of the first "Guppy" submarines, *Grenadier* was equipped with a snorkel to permit indefinite running in an awash condition. *Grenadier* proved the worth of this device during her shakedown. Returning from the Caribbean cruise, the new submarine made the 7-day voyage from Guantanamo Bay to New London, Conn., submerged. Almost 2 years of intensive training exercises out of New London were capped by her first yard overhaul at Philadelphia, extending from 16 December 1952 to 22 April 1953.

In June 1953 *Grenadier* participated in the annual midshipman cruise to Rio de Janeiro and other Brazilian ports. Returning to New London via the Caribbean, she then supported ASW exercises during November, as a carrier task force perfected its antisubmarine operations. *Grenadier* continued training and battle exercises along the New England coast and off the Virginia Capes and in August 1955 cruised to Montreal, Quebec, via the St. Lawrence River.

Grenadier departed New London 3 January 1956 on the first of several Mediterranean cruises. During a 3-month deployment she steamed throughout the Mediteranean and both showed the flag and participated in attack and antisubmarine exercises with various units of the 6th Fleet. On two subsequent Mediteranean deployments from 8 November 1957 to 27 January 1958, and from 10 April to 8 August 1962 she operated with the mighty 6th Fleet to bolster peace keeping operations in that troubled region of the world.

Between these cruises, the submarine participated in exercises along the East Coast and was a frequent visitor to Caribbean waters. *Grenadier* operated out of New London until 15 September 1959, she transferred to Key West, Fla. From there *Grenadier* served more frequently in the Caribbean, and also patrolled and held exercises along the Atlantic and Gulf coasts of Florida.

While on special antisubmarine exercises in the North Atlantic on the morning of 29 May 1959, *Grenadier*, in company with a patrol plane, sighted and photographed a Russian submarine prowling the waters off Iceland. It was the first confirmed sighting of a Soviet submarine in the Atlantic.

Grenadier again confronted Russian ships when the Cuban missile crisis threatened nuclear war in October 1962. In company with *Balao*, *Threadfin*, *Trutta*, and *Chopper*, she formed part of the American fleet that blockaded and quarantined the Communist island. After the Russian offensive missiles were pulled out of Cuba, *Grenadier* was one of several ships dispatched to Cuba in November to assert and confirm America's rights and position there.

Since 1962 *Grenadier* has continued patrols and training operations out of Key West. Assigned to SubRon 12, she has participated in exercises along the Atlantic coast and in the Caribbean. In addition, she has provided valuable aid during the perfecting of advanced sonor and ASW equipment. She distinguished herself in 1966 gathering navigational data and other information in the Caribbean. She continues to serve the Atlantic Fleet into 1967.

Gresham

(RC: dp. 1,090; l. 205'6"; b. 32'0"; dr. 12'6"; s. 14.5 k.; cpl. 103; a. 4 3", 2 mg.)

Gresham, a revenue cutter built in 1896 by Globe Iron Works Co., Cleveland, Ohio, was commissioned by the Revenue Cutter Service 30 May 1897 for service out of Milwaukee in Lake Michigan and adjacent waters. On 24 March 1898 she was ordered to cooperate with the Navy during the Spanish-American War. Following alterations at Ogdensburg, N.Y., she arrived Boston 30 April and patrolled northern coastal waters.

Gresham was returned to the Treasury Department 17 August 1898 and operated in the Revenue Cutter Service until World War I. When the United States entered the World War, *Gresham* was transferred to the Navy 6 April 1917. For the duration of hostilities, she performed patrol and escort duty in the North Atlantic protecting Allied shipping from the menace of U-boats vainly trying to interrupt the growing flow of American fighting men and equipment which doomed the Central Powers. After the war ended, *Gresham* was returned to the Treasury Department 28 August 1919.

Gretchen

A former name retained.

I

(SP–423: t. 84; l. 86′; b. 13½′; dr. 4′; s. 10 k.)

The first *Gretchen* was a motor boat taken over by the government for section patrol 30 July 1917 from its owner, Sylvanus Stokes. Found unsuited for patrol duties by the 5th Naval District, where she was assigned, *Gretchen* was returned to her owner 1 November 1917.

II

(SP–1181: t. 11; l. 54′; b. 12′; dr. 3½′; s. 9 k.; a. 2 6-pdr.)

The second *Gretchen*, a motor boat, was built by White of Belhaven, N.C., in 1902, taken over by the government from her owners, the North Carolina Fisheries Commission, 20 August 1917, and commissioned 24 August 1917 at Oriental, N.C., Master I. H. Scarborough, USNRF, in command.

After fitting out at Norfolk, Va., *Gretchen* was assigned to patrol station at Wanchese, N.C., and cruised Albemarle and Pamlico Sounds for the months of her commissioned service. She also performed inspection and patrol duties for the North Carolina Fisheries Commission during the period. *Gretchen* was decommissioned and simultaneously returned to her owners by the 5th Naval District 1 January 1919.

Grey Fox

A former name retained.

(SP–52: t. 19; l. 50′; b. 10′2″; dr. 2′3″; s. 27 k.; a. 1 1-pdr.)

Grey Fox, a yacht, was built by Robert F. Smith & Sons in 1916; was purchased from St. George Barber of Chesterfield, Md., at Annapolis, Md., and commissioned 27 May 1917, Chief Machinist N. N. Tonest in command.

Grey Fox was used by the 5th Naval District at Norfolk as a harbor dispatch vessel and as a public Works Officer's boat under the direction of the Joint Board for Control of War Construction Activities. She was laid up in ordinary at the submarine base, Norfolk Naval Operating Base, 6 June 1919. *Grey Fox* was intended for use by the War Department Ordnance Salvage Board in the York and James Rivers, but was found to be in need of extensive repairs and was sold at Norfolk to William Thewes 18 February 1920.

Greyhound

A breed of tall, slender, swift hound with a narrow pointed head.

I

(Sch. dp. 65′; cpl. 31; a. 3 g.)

Greyhound was one of several ships purchased in 1822 to augment Commodore David Porter's "Mosquito Fleet" combating piracy in the West Indies. With Master-Commandant John Porter in command, she joined the West Indies Squadron in early 1823 and was almost immediately dispatched to Puerto Rico to seek that island's aid in suppressing the pirates. Returning from this mission, *Greyhound* was placed under Lt. Lawrence Kearny and sent to patrol the Cuban coast.

While patrolling with *Beagle* on 21 July, *Greyhound* gave chase to an unidentified ship off the Cuban coast near Vera Cruz; the ship turned out to be a legitimate Colombian privateer: a rare thing in those waters. Lt. Kearny then decided to go ashore in search of game to supplant his ship's food supply; his boat, when it neared the shore, was attacked from ambush and forced to return to *Greyhound*. When another attempt to land the following day met the same reception, Lt. Kearny sent ashore a party of marines and seamen, under the command of Lt. David Glasgow Farragut, to attack the pirate camp. Menwhile the two schooners closed the shore and began to bombard the camp, effectively trapping the pirates between landing party and the sea. After a brief but fierce struggle, the pirates, including some women and children, fled inland. Exploring the village, Farragut and his men discovered several large caves filled with rich plunder of all sorts and they burned the village and the eight small boats they found in the harbor, then returned to the schooners.

Greyhound continued coastal patrol until, with the onset of the yellow fever season, the "Mosquito Fleet" sailed north for healthier weather. *Greyhound* did not return to the Caribbean with Porter the following spring. Found unfit for further service, she was sold at Baltimore in 1824.

II

(Sp–437; l. 40′; b. 9′; dr. 2′3″; s. 18 k.; a. 1 1–pdr.)

Greyhound (SP–437) was built in 1916 by Great Lakes Boat Building Corp., Milwaukee, Wis.; and purchased from Mrs. Ida W. Seybert 20 June 1917 at Key West, Fla.

Assigned to section patrol in the 7th Naval District, *Greyhound* cruised in Tampa Bay and served as a Key West Harbor patrol boat, until her sale 2 July 1919.

III

(IX–106: t. 3,731; l. 407′; b. 61′3″; dr. 18′; s. 15 k.)

Greyhound (IX–106) was built by the Delaware River Steamboat Co., Chester, Pa., in 1906; taken over by the Navy on the West Coast in 1918; and commissioned as *Yale* 25 March 1918. She saw extensive service shuttling troops across the English Channel until she decommissioned at the Bremerton Navy Yard in 1920. After 15 years of fast passenger service along the West Coast, *Yale* was laid up in 1935; in 1940 she was moved to Sitka, Alaska, where she served as a workers' dormitory. She was again acquired by the Navy 30 April 1943 and commissioned 8 August 1943, Lt. Comdr. W. N. VanDenbrugh, in command. She was named *Greyhound* 19 August 1943. After brief service Greyhound decommissioned 31 March 1944, and began duty as a floating barracks for personnel at various Puget Sound training schools. She was placed out of service on 9 March 1948 and her name was struck 18 June 1948. She was turned over to the Maritime Commission 12 November 1948 and placed with the National Defense Reserve Fleet at Olympia, Wash. until 5 June 1949 when she was sold for scrapping.

Gridley

Charles Vernon Gridley was born 24 November 1844 in Logansport, Ind., and was appointed to the Naval Academy in 1860. Reporting for duty with his class in September 1863, Gridley joind the sloop-of-war *Oneida* with the West Gulf Blockading Squadron and distinguished himself with Farragut at the Battle of Mobile Bay 5 August 1864. Promoted to Lieutenant in 1867 and Commander in 1882, he spent the next 30 years at various stations around the world, including a tour as instructor at the Naval Academy. Captain Gridley took command of *Olympia*, Admiral Dewey's famous flagship, 27 April 1898, a post which he held despite failing health during the Battle of Manila Bay 1 May 1898. It was that morning that Dewey gave his famous command: "You may fire when you are ready, Gridley," immortalizing the doughty captain. After the destruction of the Spanish squadron and the capture of Manila, Gridley was obliged to leave his command because of his health, and died en route to the United States at Kobe, Japan, 25 May 1898.

I

(DD–92: dp. 1060; l. 315′5″; b. 31′8″; dr. 9′2″; s. 35 k.; cpl. 100; a. 4 4″, 12 21″ tt.)

The first *Gridley* was launched by the Union Iron Works of San Francisco, Calif., 4 July 1918; sponsored by Mrs. Francis P. Thomas, daughter of Captain Gridley; and commissioned 8 March 1919, Comdr. Frank Jack Fletcher in command.

After fitting out at the Mare Island Navy Yard, *Gridley* departed San Diego 24 March 1919, transitted the Panama Canal, and joined the Destroyer Force for maneuvers in Cuban waters. She then repaired briefly at Norfolk, Va., before putting into New York 26 April 1919. *Gridley's* first assignment was with a group of destroyers posted along the route of the Navy's transatlantic seaplane flight. *Gridley* and her companions sent up smoke and flare signals to guide the intrepid flyers and with the help of the surface ships NC–4 was able to land in the dense fog at the Azores 17 May 1919. Subsequently *Gridley* participated in the search for NC–1, forced down in the fog, and then acted as guard ship on the last leg of NC–4's historic flight, which was completed at Plymouth, England, 31 May 1919.

Gridley arrived Brest, France, 31 May and spent the next 2 months in various ports of the Mediterranean transporting passengers and making goodwill visits. She arrived back at New York 31 July. Operating out of Portsmouth, N.H., *Gridley* embarked Major General Lejeune and Brigadier General Butler of the Marine Corps at Charleston 2 September 1920, for an inspection tour of Caribbean bases and commands, including posts in Cuba, Haiti, and the Dominican Republic. Her distinguished passengers disembarked 27 September 1920.

In the following years *Gridley* was active training officers and men of the Naval Reserve Force, operating out of Charleston, Newport, New York, and Philadelphia. She decommissioned at Philadelphia Navy Yard 22 June 1922 and remained inactive until her name was stricken from the Navy List 25 January 1937. *Gridley's* hulk was sold for scrapping 19 April 1939.

II

(DD–380: dp. 1850; l. 341'5"; b. 35'6"; dr. 10'4"; s. 40 k.; cpl. 158; a. 4 5", 16 21" tt.; cl. *Gridley*)

The second *Gridley* was launched at the Fore River plant of Bethlehem Shipbuilding Corp., Quincy, Mass., 1 December 1936; sponsored by Mrs. Lewis Buddy III, daughter of Captain Gridley; and commissioned 24 June 1937, Comdr. Leroy W. Busbey, Jr., in command.

Gridley fitted out at Boston Navy Yard, and conducted shakedown in the Caribbean area until 27 October 1938, visiting Puerto Rico, Cuba, and Venezuela. She then underwent alterations at the Boston Navy Yard until 13 June 1938, when she departed that port, transited the Panama Canal, and entered San Diego harbor 5 July 1938. Joining Destroyer Division 11, *Gridley* spent the next months in tactical maneuvers off the coast of California, and 4 January 1939 departed with the Battle Force for combined maneuvers in the Caribbean. She participated in Fleet Problem 20 with the Fleet off Cuba and Haiti, after which she returned to Boston for repairs.

The destroyer again sailed into San Diego 13 July 1939 and became flagship of Division 11. She conducted maneuvers off California until 2 April 1940, when *Gridley* and other ships of the fleet conducted Fleet Problem 21 in Hawaiian waters. Subsequently, *Gridley* operated out of Hawaii.

Gridley cleared Pearl Harbor 28 November 1941 as part of the antisubmarine screen for famed carrier *Enterprise*, flagship of Admiral Halsey, and after a stop at Wake Island, reversed course for Pearl Harbor. The Task Force was approaching that base on the morning of 7 December when the astounding message heralding the beginning of the war was received: "Air raid on Pearl Harbor, this is no drill." *Gridley* entered the harbor next day to help protect against renewed attack, and during the next 5 months was occupied escorting transports and repair vessels to and from Pearl Harbor and South Pacific ports. Her last such voyage was completed 27 May 1942 and 5 June she arrived at Kodiak, Alaska, with cruiser *Nashville*. In the Alaskan theater, *Gridley* escorted transports and patrolled the Japanese-held islands of Kiska and Attu, assisting in the bombardment of Kiska 7 August 1942. She acted during this period as flagship for famous destroyerman Comdr. Frederick Moosbrugger.

Departing Dutch Harbor 25 September 1942, *Gridley* joined the *Saratoga* task force in Hawaiian waters and later performed escort missions for both combatant and non-combatant ships in the Fijis and New Hebrides. In December 1942 she escorted oiler *Cimarron* out of Noumea to fueling rendezvous with the carrier task forces supporting the bitter fighting in the Solomons. Shifting her base of operations to Purvis Bay, in the Solomons, 13 July, *Gridley* guarded the high-speed transports which rescued survivors from *Helena* in Parasco Bay 16 July 1943, and teamed with destroyer *Maury* to escort infantry landing craft from Guadalcanal for the landings on Tambatuni, New Georgia. She bombarded shore installations near the invasion beaches 25 July and screened the ships supporting the landing. In company with six other destroyers she destroyed Japanese landing barges in Vella Gulf 10 August, and screened *Saratoga* during air operations in the Solomons until 25 August.

Gridley returned to Pearl Harbor with escort carriers *Suwanee* and *Long Island* 4 September 1943 and then departed for San Diego, where she remained for repairs 11 September to 26 October 1943. The Gilbert Islands were her next destination, and *Gridley* left Pearl Harbor once more 10 November 1943 for Makin Island. She assisted in the bombardment of that island, screened aircraft carriers, and then conducted independent patrol in the area until setting course for Hawaii 1 December.

Vice Admiral Marc A. Mitscher's Carrier Task Force 58 departed Pearl Harbor 18 January 1944 for the great offensive in the Marshalls, with *Gridley* again acting as screening ship for *Saratoga*. *Gridley* guarded the carrier during the crucial strikes against Wotje and Eniwetok, and 8 March sailed for the New Hebrides with carriers *Yorktown*, *Princeton*, and *Langley*, assisting them in support of the developing New Guinea offensive. The veteran destroyer sailed with the *Hornet* task force 7 June 1944 to take part in the invasion of the Marianas, where the carriers pounded Saipan, Rota, and Guam. In all these operations *Gridley* and her sister destroyers rendered invaluable service protecting the carriers against air and submarine attack.

Gridley was with American forces in the pivotal Battle of the Philippine Sea 19 to 20 June 1944, when four massive waves of Japanese torpedo bombers and escorting fighters were decimated by fleet air and surface units. *Gridley's* antiaircraft fire helped to protect the aircraft carriers, with the result that Japanese air strength was virtually ended with this battle.

Gridley departed Eniwetok Atoll 30 June 1944 bound with the carriers for strikes on Iwo Jima, Guam, Yap, Ulithi, and the Volcano Islands. She supported directly the American landings on Peleliu 15 September 1944, shooting down at least one Japanese attack plane. After screening the carriers in attacks on Okinawa and Formosa, *Gridley* joined the mounting American forces for the invasion of the Philippines. While protecting the large ships off Luzon 28 October 1944 she and destroyer *Helm* detected and sank Japanese submarine *I–54* with a series of devastating depth charge attacks. In the succeeding days, *Gridley* fought off Japanese suicide planes and returned to Ulithi with damaged carriers *Franklin* and *Belleau Wood* 2 November.

Gridley was soon at sea again, however, clearing Ulithi 5 November with the fast carrier task force for the Leyte operation. She later joined a group of escort carriers and served as a bombardment and patrol ship during the landings in Lingayen Gulf until 10 February 1945.

After stopping again at Ulithi, *Gridley* escorted battleship *Mississippi* en route to Pearl Harbor, and then sailed via San Diego and the Panama Canal for New York, where she arrived 30 March 1945. She entered the New York Navy Yard next day for much-needed repairs, and after finishing her overhaul departed the United States 22 June

USS *Gridley* (DD–380), a veteran of World War II

for the Mediterranean. *Gridley* spent the next 7 months in passenger, freight, and convoy operations between Casablanca, Oran, Naples, and Marseilles.

Subsequently, *Gridley* returned to New York in February 1946 and then sailed on the 20th of that month for Hawaii. She embarked military passengers and cargo at the Panama Canal and San Diego before arriving at Pearl Harbor 16 March for inactivation. *Gridley* decommissioned at Pearl Harbor Navy Yard 18 April 1946 and was sold for scrapping 20 August 1947.

Gridley was awarded 10 battle stars for service in World War II.

III

(DLG–21: dp. 7,400 (f.); l. 533′; b. 53′; dr. 26′; s. over 30 k.; cpl. 373; a. 4 3″, terrier mis. 3, 1 ASROC; cl. *Leahy*)

The third *Gridley*, a guided missile frigate, was launched by Puget Sound Bridge and Drydock Co. of Seattle, Wash., 31 July 1961; sponsored by Mrs. Stewart D. Rose, great-granddaughter of Captain Gridley; and commissioned 25 May 1963, Captain P. A. Lilly in command.

After outfitting at Puget Sound Naval Shipyard, Bremerton, Wash., *Gridley* made a goodwill visit to British Columbia and then conducted acceptance trials out of her homeport, Long Beach, Calif. The powerful new frigate returned to Puget Sound Shipyard 8 November to 9 December 1963, after which she joined the Pacific Fleet as flagship of Destroyer Squadron 19.

Following shakedown out of San Diego early in 1964, *Gridley* departed Long Beach 8 April and steamed via Pearl Harbor to Australia for commemoration of the Battle of the Coral Sea, arriving Adelaide, South Australia, 5 May. The new guided missile frigate next headed for the Philippines, stopping at Subic Bay 29 through 31 May before proceeding to Okinawa 2 June and Sasebo, Japan, on the 8th.

Heading South once more, she returned to Subic Bay and visited Hong Kong. On 4 August she got underway for the South China Sea escorting *Constellation* (CVA–64) to strengthen American naval forces off Vietnam after Communist motor torpedo boats had attacked destroyers *Maddox* (DD–731) and *Turner Joy* (DD–951) in the Gulf of Tonkin. But for a brief visit to Subic Bay, she remained on station serving screening and picket duty, coordinating antiaircraft warfare efforts, and relaying communications. Before she left the fighting zone 6 September, the ship's competent and dedicated service won her the Navy Unit commendation. She departed Subic Bay 7 November and reached Long Beach on the 21st.

Gridley operated along the West Coast until heading back to the Western Pacific 10 July 1965. Stopping at Pearl Harbor and Yokosuka en route, she steamed to the South China Sea to support aircraft carriers of the 7th Fleet as the flattops hammered Communist targets in Vietnam. On four different occasions in the next 4 months, she rescued pilots who ditched at sea. She returned to Yokosuka 7 December but resumed station in the South China Sea on the 22d to serve as "Tomcat," responsible for checking-in planes returning to their carriers. Early in 1966 she headed for home and reached Long Beach 1 February.

Gridley operated along the California coast until sailing for the Orient 18 November. She left Subic Bay 2 January 1967 for plane guard duty in the China Sea and the Gulf of Tonkin. After varied duties in the fighting zone, she sailed for Australia en route to the West Coast and arrived Long Beach 8 June to prepare for future action.

Griffin

Robert Stanislaus Griffin was born 27 September 1857, and graduated from the Naval Academy in 1878. He served in *Tennessee*, *Philadelphia*, and *Vicksburg*, and took part in the Cuban blockade of 1898 in gunboat *Mayflower*. Griffin rose from Fleet Engineer, North Atlantic Fleet, in 1904 to Engineer in Chief and head of the Bureau of Steam Engineering in 1913. Until 1921, Rear Admiral Griffin performed outstanding service in designing, building, and maintaining ship machinery, and in converting

captured German vessels. He was awarded the Distinguished Service Medal by the President. Rear Admiral Griffin died 21 February 1933 at Washington, D.C.

(AS–13: dp. 14.000; l. 492′; b. 71′; dr. 25′10″; s. 17 k.; cpl. 911; a. 1 4″, 1 3″)

Griffin (AS–13), originally *Mormacpenn*, a Maritime Commission C–3 type pre-war cargo ship, was launched by Sun Shipbuilding & Dry Dock., Chester, Pa., 11 October 1939. She served briefly with Moore-McCormack, Inc., was acquired by the Navy in 1940, renamed *Griffin* (AS–13) and converted to a submarine tender at Robbins Dry Dock & Repair Co., Brooklyn, N.Y. *Griffin* commissioned 31 July 1941, Comdr. S. D. Jupp in command.

Her conversion completed in September 1941, *Griffin* conducted shakedown off the East Coast and sailed with a sub squadron to Newfoundland 22 November 1941. Recalled to Newport, R.I., after Pearl Harbor, the ship was assigned to the Pacific Fleet, and departed 14 February for Australia.

Griffin arrived Brisbane 15 April 1942 to tend Submarine Squadron 5. Early in the war, the United States developed a major submarine base in Australia; and submarines tended by *Griffin* struck hard at Japanese shipping while surface forces strengthened themselves for the first Pacific offensives. During this period *Griffin* also repaired merchant ships at a time of great need. The tender departed Brisbane for the Fiji Islands 11 November and 1 December sailed to Bora Bora to escort Submarine Division 53 to the Canal Zone. Arriving Balboa 7 January 1943, *Griffin* continued north to Oakland, Calif., arriving 20 January.

After repairs at San Diego, *Griffin* again departed for the Pacific, sailing 27 April 1943. She arrived Pearl Harbor 4 May to take up her vital support duties, and remained until 3 January 1944. The ship performed refits, battle repairs, and general upkeep on submarines before sailing to Mare Island to arrove 10 January.

Griffin returned to Pearl Harbor 17 March, and departed 8 April for the great submarine base at Fremantle, Australia. She arrived 8 May and immediately set about servicing the growing submarine fleet. The tender remained at Fremantle until 20 November 1944, during her stay founding a rubber fabrication shop which solved one of the great shortages on board the submarines. She then moved closer to the Japanese shipping lanes at Mios Woendi, New Guinea, arriving 9 December. There she tended submarines, surface craft of all kinds, and even lent her repair equipment to shore facilities. *Griffin* remained at Mios Woendi until 1 February 1945 when she sailed for Subic Bay, via Leyte.

Arriving 10 February, *Griffin* set up one of the initial submarine repair facilities in the Philippines since 1942. She also helped to salvage damaged destroyer *LaVallette*. Shifting base, the tender sailed 22 March via Leyte, and arrived in the Hawaiian Islands 10 April. After a brief stay at Pearl she departed 10 May for Midway, arrived 4 days later, and set up another repair facility for submarines. By that time submarines supported by *Griffin* had practically annihilated Japanese merchant shipping and had played a decisive role in the great Pacific offensive. She remained at Midway until 10 September, then sailed to Pearl Harbor and San Francisco, entering the bay 24 September. Decommissioned at Mare Island 12 October 1945, the ship was placed in reserve. Later she transferred to the Stockton group, Pacific Reserve Fleet, where she remains in reserve, in service, tending reserve submarines through 1967.

Griffin, Daniel T., see *Daniel T. Griffin* (DE–54)

Griggs

A county in North Dakota.

(APA–110; dp. 11.760; l. 492′; b. 69′6″; dr. 26′6″; s. 18 k.; cpl. 478; a. 2 5″, 8 40mm.; cl. *Windsor*; T. C3–5–A3)

Griggs (APA–110), a C–3 type transport was built by the Ingalls Shipbuilding Corp., Pascagoula, Miss.; acquired by the Navy on a loan-charter basis 13 December 1944; sponsored by Mrs. Betty Bennett Banker; and commissioned 14 December 1944, Captain Arthur C. Wood in command.

After shakedown at Galveston, Texas, *Griggs* trained precommissioning crews out of Newport, R.I., before reaching Norfolk 31 March 1945. There she embarked 40 officers and 1,416 men of the 41st Marine Depot Company and the 55th Marine Replacement Draft. Clearing Norfolk 26 May *Griggs* sailed via Canal Zone and discharged her passengers at San Francisco 1 June 1945. She departed Port Hueneme 17 June with 1,032 Seabees embarked and touched at Eniwetok and Ulithi before discharging her passengers at Okinawa and Manila Bay, P.I.

After delivering occupation troops to Japan from Lingayen Gulf and Mindanao, *Griggs* took up "Magic Carpet" duty and departed Saipan 2 November 1945, en route to San Diego, where she arrived 13 days later with many happy war veterans. *Griggs* made two more "Magic Carpet" voyages returning to San Francisco from her last trip 21 February 1946.

Departing San Pedro, Calif., 12 March 1946, *Griggs* sailed via Canal Zone and reached Norfolk 28 March. She remained there until decommissioned at Portsmouth Navy Yard, Portsmouth, Va., 27 May 1946. Delivered to the WSA the next day, her name was stricken from the Navy List 19 June 1946. Sold to Moore McCormack Lines 21 April 1948, she became *Mormacrey*.

Grimes

A county in Texas.

(APA–172: dp. 14,837; l. 455′; b. 62′; dr. 24′; s. 18 k.; cpl. 692; a. 1 5″, 12 40mm.; cl. *Haskell*)

Grimes (APA–172) was acquired by the Navy from the Maritime Commission on loan charter basis 23 November 1944; sponsored by Mrs. Harry Fielding; and commissioned 23 November 1944, Captain J. McDonald Smith in command.

After shakedown out of San Pedro, *Grimes* returned to Seattle 25 January 1945; embarked over 240 troops; then departed Seattle 1 February for Honolulu in support of the Navy's great Pacific offensive. After conducting exercises off Maui Island, *Grimes* was underway 20 February 1945, with Transport Division 59 and anchored off the northeast coast of recently secured Iwo Jima 14 March and began embarking units of the 4th Marine Division for evacuation to the Philippine area. While riding to anchor *Grimes* was brought under fire at a distance of about 1,000 yards from small arms positioned in caves and crevices near the waters edge. No damage or casualties resulted. *Grimes* cleared the area 20 March and discharged 1,618 passengers at Pearl Harbor 4 April 1945.

After shuttling troops among the Hawaiian Islands, *Grimes* departed Honolulu with officers and enlisted patients of the Navy, Marine Corps, and Merchant Marine. Reaching San Francisco 30 May 1945, she disembarked her passengers, then sailed for Seattle. With 1,512 Army and Navy passengers on board, the transport sailed from Seattle 16 June and discharged troops at Honolulu and Okinawa before putting in at Guam 14 August. Here she took aboard 900 officers and men of the 6th Marine Division and 8 war correspondents. Sailing the next day *Grimes* rendezvoused with units of the 3d Fleet 19 August for the initial occupation of Japan; she anchored in Tokyo Bay 30 August 1945 and landed her troops and cargo for the occupation of Yokosuka Naval Base without incident.

Grimes sortied from Tokyo Bay 1 September 1945 as part of Task Unit 30.3.5 en route Saipan to lift units of the 2d Marines for the occupation of Nagasaki. Sailing from Saipan 18 September she put her troops ashore 23–25 September 1945. *Grimes* carried out her transport duties in the Pacific until 15 June 1946 when she sailed from

Sasebo, Japan. Going by way of the Canal Zone she reached Norfolk 13 July.

Grimes remained at Norfolk and decommissioned there 26 February 1947. She remained in the Atlantic Reserve Fleet until 1 October 1958, when her name was struck from the Navy List and she was transferred to the Maritime Commission. She was placed in the National Defense Reserve Fleet at Wilmington, N.C., and in October 1964 she was transferred to James River, Va.

Grimes received one battle star for World War II service.

Grindall

A British name retained.

(DE–273: dp. 1,150; l. 289'5"; b. 35'1"; dr. 11'10"; s. 19½ k.; cpl. 198; a. 3 3" 50 cal. cl. *Evarts*)

Grindall was launched as *Sanders* (DE–273) 4 June 1943 at the Boston Navy Yard; sponsored by Mrs. Sarah Sanders, widow of the ship's namesake, Chief Boatswain Eugene Thomas Sanders, who served in the U.S. Navy from 1919 to 7 December 1941 when he was killed in action in the Pacific.

Assigned to the United Kingdom under terms of lend-lease 10 June 1943 her name was changed to HMS *Grindall.*

Following service with the United Kingdom, *Grindall* was commissioned as DE–273 by the United States at Chatham, England, 20 August 1945, Lt. Burrill D. Barker, Jr., USNR, in command. As flagship of reconstituted Task Group 21.3 consisting of 10 lend-lease destroyer escorts, *Grindall* sailed from Chatham 28 August, arriving at Philadelphia 8 September 1945. She decommissioned there 19 October 1945; her name was struck from the Navy List 1 November 1945; and scrapped by the Philadelphia Navy Yard 28 May 1946.

Grinnell

A city in Iowa.

(PC–1230: dp. 315; l. 174'; b. 23'; dr. 8'; s. 20 k.; cpl. 59; a. 1 3", 1 40mm., 5 20mm., 2 rkt., 2 dcp., 2 dct.)

PC–1230 was laid down by Leathem D. Smith Shipbuilding Co., Sturgeon Bay, Wis., 20 December 1942; launched 10 March 1943; sponsored by Miss Ann Duffy; and commissioned 15 July, Lt. Carrol E. Church in command.

Following shakedown *PC–1230* performed escort duty between Florida and the West Indies, prior to departing New Orleans 7 December. Enroute to the South Pacific, she transited the Panama Canal, arriving Bora Bora, Society Islands, 13 February 1944. Assigned to convoy escort duty, the submarine chaser ranged the South Pacific for the next 6 months maintaining a constant vigil for enemy submarines.

In early September *PC–1230* prepared for the invasion of the Palau Islands, a preliminary step toward the invasion of the Philippines. Departing Tulagi on the 4th she sailed for the Palaus, arriving Pelelieu 15 September. For the next 10 days she assisted the invasion efforts by performing harbor entrance control duties until these tiny islands were in American hands.

While American forces were liberating the Philippines, *PC–1230* continued harbor entrance control out of Pelelieu, a strategic staging area. From November 1944 to March 1945 she performed patrol, escort, and other assignments in the Palau and Marshall Islands. Departing Eniwetok 4 March she steamed to Pearl Harbor for conversion to Landing Control Ship.

Following overhaul and amphibious training *PC–1230* returned Eniwetok 18 June. For the rest of the war she engaged in training, patrol, and escort duty in the Marshalls, Marianas, and Philippines. After VJ-Day, *PC–1230* remained in the Far East for escort duty in the Philippines and harbor control out of Tokyo Bay.

Upon returning to the United States she decommissioned in March 1946, and joined the Pacific Reserve Fleet. *PC–1230* was named *Grinnell* 15 February 1956. She was sold in April 1960.

PC–1230 received one battle star for World War II service.

Griswold

The first *Griswold* was a former name retained. The second *Griswold* is named for Ens. Don T. Griswold, Jr., born 8 July 1917 in Bryan, Tex. After attending Iowa State, Griswold joined the Naval Aviation Corps. During the crucial Battle of Midway, 6 June 1942, his scout-bomber scored a hit on a Japanese ship but paid dearly for it as he was hit by antiaircraft fire and plunged into the sea. Ens. Griswold was posthumously awarded the Distinguished Flying Cross.

I

(SP–3138: dp. 133; l. 92'2"; b. 25'; dr. 5'6"; s. 10 k.)

The first *Griswold* (SP–3138), a wooden ferryboat, was built in 1899 by A. Nicholson, of Albany, N.Y., and was taken over by the Navy 12 August 1918, from her owner, East and West Shore Ferry & Transportation Co., New Haven, Conn. She commissioned 3 September 1918, at New York, Ens. W. J. Wilson, USNRF, in command.

Griswold was assigned to the 3d Naval District, and was used during her commissioned service as a ferry between the Bayonne, N.J., fuel depot and St. George, Staten Island, N.Y. She was detached from that duty 9 June 1919 and was simultaneously decommissioned and returned to her owner 20 June 1919.

II

(DE–7: dp. 1,140; l. 289'5"; b. 35'; dr. 11'10"; s. 21 k.; cpl. 156; a. 3 3", 4 1.1", 9 20mm., 2 dct., 8 dcp., 1 dcp. (hh.); cl. *Evarts*)

The second *Griswold* (DE–7) was launched 28 April 1943 at the Boston Navy Yard; sponsored by Mrs. Don T. Griswold, mother of Ens. Griswold; and commissioned the same day, Lt. Comdr. Charles M. Lyons in command.

After shakedown in Bermuda, *Griswold* headed for the Pacific, reaching Bora Bora, Society Islands, via Norfolk and the Panama Canal 23 July 1943. Immediately pressed into service, she escorted convoys through the South Pacific, until April 1944. On 12 September she conducted a 4-hour attack on a Japanese submarine off Guadalcanal; and, although debris and an oil slick rose to the surface, she was not credited with a kill.

Undaunted, *Griswold* struck again 3 months later and this time recorded a kill. At 2200 on the night of 23 December, patrolling off Lunga Point, Guadalcanal, she was dispatched to investigate a periscope sighting. Alert sonar operators picked up the contact immediately, and held it for the next 5 hours as the determined DE conducted attack after attack on the elusive Japanese raider. Oil slicks and air bubbles after the sixth and seventh attacks told *Griswold* that her quarry was hit—this was confirmed shortly before 0300 on 24 December when a periscope poked out of the water. *Griswold* charged in for her eighth attack, laying a lethal pattern of twelve depth charges. A heavy oil slick dotted with debris rose to the surface, and the tenacious ship and crew were credited with sinking *I–39.*

After overhaul at Mare Island, the escort ship returned to the Pacific theatre on 3 June 1944 to escort convoys and participate in training exercises out of Pearl Harbor well into 1945. From 12 March to 6 May 1945, she remained on station at Eniwetok as flagship for Commander Task Group 96.3 under Comdr. T. F. Fowler. The long Pacific campaign was moving into its final phase that spring as American forces invaded Okinawa, a short step from the Japanese home islands; and *Griswold* soon moved up to the front.

Reaching Okinawa on 27 May, *Griswold* immediately

took up station on the ASW screen, and was shortly rewarded with two kamikaze kills, 31 May and 5 June. The second of these would-be kamikazes dived on *Griswold;* but she evaded him and the marauder exploded into the ocean so close that fragments of the Japanese plane showered over her. That same day two other American ships were seriously damaged by kamikazes as Japan made her desperate, and futile, effort to reverse the tide of war.

On 29 June *Griswold* departed Okinawa, escorting a convoy to Leyte Gulf, Philippines, and continuing on to Ulithi for screening work. At war's end she sailed triumphantly into Japanesee waters, anchoring in Tokyo Bay on 10 September. Embarking passengers for stateside, *Griswold* cleared Tokyo 6 days later and arrived San Pedro, Calif., 8 October via Eniwetok and Pearl Harbor. She decommissioned there 19 November 1945 and was struck from the Navy List 5 December. The hulk was sold to Dulien Steel Products, Seattle, Wash., for scrapping 27 November 1946.

Griswold received three battle stars for World War II service.

Grommet Reefer

A former name retained.

(T–AF–53: dp. 3,277; l. 338'8"; b. 50'; dr. 21'; s. 10.5 k.; a. none; T. Cl–M–AV1)

Grommet Reefer (T–AF–53) was laid down under Maritime Commission contract by Walter Butler Shipbuilders, Inc., Riverside Yard, Duluth, Minn., 1 January 1944; launched as *Kenneth E. Gruennert* 29 July 1944; sponsored by Mrs. Walter A. Blodsoe; and delivered to WSA 9 December 1944 for use as a merchant cargo ship. Prior to 1950 she was owned by WSA and the Maritime Commission; and, as *Kenneth E. Gruennert* and later as *Grommet Reefer,* she was operated by several merchant lines, including Grace Lines, Inc., and Alaska Transportation Co.

Grommet Reefer was transferred to the Navy by the Maritime Commission 1 March 1950 and assigned to MSTS. Manned by a civilian crew, she operated in the Pacific out of West Coast ports, carrying military cargo and frozen and refrigerated foodstuffs. She steamed to American bases in the Marshalls, the Marianas, and other islands in the Western Pacific for more than a year. After returning to San Francisco 25 March 1951, she departed for the East Coast 4 April and reached New York 25 April.

Departing New York 29 June, *Grommet Reefer* sailed to the Mediterranean where she steamed to ports in North Africa and Italy before returning to New York 13 August. After completing a cargo run to Bremerhaven and back, she sailed 22 October for a 2-month deployment to the Mediterranean. From January to April 1952 she made three round-trip voyages to Western Europe, and during the next 2 months she supplied American bases in Labrador and Greenland.

Grommet Reefer resumed Mediterranean duty in September and operated between North Africa and Italy before returning to New York 10 November. After loading cargo, she departed for North Africa 5 days later. On 10 December she departed Casablanca, Morocco, for Leghorn, Italy. Loaded with Army cargo, she went aground on a reef during a storm off Leghorn 15 December, 1952. She broke in half the next day, and her stern section sank without loss of life. The bow section and cargo were salvaged, and the bow was transferred to the Maritime Administration 23 July 1953.

Grosbeak

Any of several species of finches, having a thick, strong, conical bill.

I

(SwStr: t. 196; l. 164'; b. 28; dph. 4'6"; a. 2 20-pdr. P.r.; 2 30-pdr. P.r.; 1 12-pdr. sb.)

Grosbeak, renamed from *Fanny,* was purchased at Mound City, Ill., 3 February 1865; and commissioned 24 February, Acting Master Thomas Burns in command.

After brief duty in Kentucky with the iron-clad monitor squadron stationed there, *Grosbeak* joined the Mississippi squadron patrolling the river from Cairo to the White River. When the river steamer *Sultana* caught fire and exploded off Memphis 27 April, *Grosbeak* rescued 60 to 80 survivors and transferred them to hospital. She also transported wounded men from boats further down the river to Memphis for proper care. As the war ended, *Grosbeak* returned to Mound City and was sold there 17 August 1865.

II

(SP–566: l. 38'; b. 8'4"; dr. 2'6"; s. 18 k.; a. 1 mg.)

Grosbeak built by Rice Brothers, Boothbay, Mass., was acquired from her owner R. C. Robbins, Hamilton, Mass., 17 April 1917. She served as a coastal patrol craft along the New England coast from Chatham, Mass., to New London, Conn., during World War I. Her name was struck from the Navy List in 1919 and she was sold to Clarence Kugler, Philadelphia, 21 March 1920.

III

(AMc–19; dp. 185; l. 81'2"; dr. 9'8"; s. 10 k.; cpl. 16)

Grosbeak, the former wooden purse seiner *Del Rio,* was built by J. M. Martinac, Tacoma, Wash., in 1935; and commissioned 11 November 1940, Ens. T. F. Martin in command.

Following conversion to an auxiliary minesweeper at Alameda, Calif., *Grosbeak* joined Mine Division 1 at San Francisco 16 April 1941. Her major duty was sweeping San Francisco Bay and nearby waters, but she was also used for training reserve and junior officers in small boat handling and minesweeping. *Grosbeak* decommissioned 12 September 1944. Her name was struck from the Navy List 14 October; and she was returned to her former owner at San Pedro, Calif., 2 April 1945.

A contract for constructing *Grosbeak* (AM–397) was awarded Defoe Ship Building Co., Bay City, Mich., but cancelled 12 August 1945 before her keel had been laid.

IV

(YMS–317: dp. 270; l. 136'; b. 25'; dr. 8'; s. 15 k.; cpl. 32)

Grosbeak (AMS–14), was launched as *YMS–317,* by the South Coast Co., Newport Beach, Calif., 27 February 1943; sponsored by Mrs. Marjorie Boutelle; and commissioned 18 November 1943, Lt. John B. Warner in command.

After shakedown, *YMS–317* swept the San Francisco Bay area until 3 May 1944, when she sailed for Pearl Harbor. In the Pacific, she acted as an escort vessel to convoys in back and staging areas, such as Eniwetok, Saipan, and Kwajalein, as well as patrolling and minesweeping in these areas. After the war's end, *YMS–317* returned to Pearl Harbor for a badly-needed overhaul. She reached Charleston, S.C. via San Pedro and the Panama Canal in June 1946 and again underwent overhaul. The ship was named *Grosbeak* and redesignated AMS–14 18 February 1947.

Grosbeak spent most of her post-war career at the Mine Warfare School, Yorktown, Va., and the Naval Minecraft Base at Charleston as a training ship. She also participated in various experiments at the Naval Mine Countermeasures Station, Panama City, Fla., and engaged in numerous exercises along the coast from New England to the Gulf of Mexico. From 24 February to 19 March 1950 *Grosbeak* was in the Caribbean to participate in Operation PORTEX out of Vieques Island, P.R., and in

February 1951 she became the first of her type to journey from Yorktown to Charleston via the intracoastal waterway.

The minesweeper received the coveted Battle Efficiency "E" for outstanding performance in her class in 1950, 1951, and 1952, one of the few ships in the Navy to receive three such awards. When she was not engaged in sweeping exercises, *Grosbeak* underwent periodic overhauls at Charleston and also visited Miami and New York. Scheduled for deactivation, *Grosbeak* sailed to Green Springs Cove, Fla., 16 November 1955 and decommissioned there 7 December 1955. The hulk was approved for disposal 27 October 1959 and *Grosbeak*'s name was struck from the Navy List 1 November 1959.

Grosse Pointe

A city in southeastern Michigan.

(PC–1546; dp. 280; l. 173'8"; b. 23'; dr. 10'10"; s. 22 k.; cpl. 65; a. 1 3", 1 40mm., 5 20mm., 2 rkt., 4 dcp., 2 dct.; cl. *PC–553*)

PC–1546 was laid down 28 November 1943 by Consolidated Shipbuilding Corp., Morris Heights, N.Y.; launched 30 January 1944; sponsored by Mrs. J. G. Feeney; and commissioned at the New York Navy Yard 5 June 1944, Lt. James O. Watts in command.

After shakedown and ASW training off the East Coast, *PC–1546* departed New York 10 August to escort a troop and supply convoy to Guantanamo Bay, Cuba. Assigned to the Eastern Sea Frontier, she screened eight convoys between New York and Cuba during the next 5 months. In January and February 1945 she patrolled the coastal sealanes, searching for German submarines. Resuming escort duties in March, she made five more runs along the East Coast and returned to New York 22 May.

PC–1546 departed for the Pacific 12 June; and, steaming via the West Coast, Hawaii, and the Marshalls, she reached Ulithi, Carolines, 8 August. During the next 2 months she patrolled on air-sea rescue duty between Ulithi and Guam. After shifting her base to Guam 21 October, she resumed air-sea rescue patrols in the Marianas. She operated in the Western Pacific during the next 32 months; and patrols and passenger runs sent her to Okinawa, Korea, Japan, the Bonins, and the Carolines. Departing Guam 14 July 1948, she steamed to Midway; and, after serving as air-sea rescue ship between 25 July and 10 September, she sailed for overhaul at Pearl Harbor.

PC–1546 resumed air-sea rescue patrols 9 January 1949 out of Tutuila, American Samoa. After returning to Pearl Harbor 12 April, she was assigned to the Patrol Group, Hawaiian Sea Frontier. For almost 5 years she continued air-sea rescue patrols in the Central Pacific, operating primarily out of Midway, Johnston Island, and Kwajalein. Between 29 January and 5 May 1954 she served at Bikini, Marshalls, during the testing of the hydrogen bomb. She departed Kwajalein 8 December, reached Pearl Harbor 14 December, then sailed for the West Coast 19 February 1955. Arriving San Francisco 26 February, she underwent overhaul before sailing for Astoria, Oreg., 11 June. After arriving 14 June, she decommissioned 12 August and entered the Pacific Reserve Fleet. While berthed with the Columbia River Group, she was named *Grosse Pointe* 15 February 1956. Under terms of the Military Assistance Program she was loaned to the Republic of Korea 21 November 1960, and she serves the Korean Navy as *Kun Chong San* (PC–708).

Grosser Kurfurst

A former name retained.

Grosser Kurfurst was renamed *Aeolus* (*q.v.*) 6 September 1917.

Groton

A city in Connecticut.

I

(PF–29: dp. 1,264; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma*)

Groton (PF–29), formerly PG–137, was launched under Maritime Commission contract by Walter Butler Shipbuilding Co., Inc., Superior, Wis., 14 September 1943; sponsored by Mrs. Percy Palmer; and commissioned 5 September 1944, Lt. P. L. Chase, USCGR, in command.

After shakedown training off Bermuda, *Groton* reported for Atlantic duty 30 October 1944. She departed for her first duty station 2 November, arriving in Argentia, Newfoundland, 3 days later. The ship sailed 6 November for her weather station in the north Atlantic, sending important reports to allied weather stations and helping to guide wartime traffic safely to Europe. *Groton* remained on this duty, based at Argentia, until sailing for Boston 7 February 1945. She had but a short respite, and was back on her weather station 10 days later.

Groton performed weather picket duty in the Atlantic until 15 November 1945 when she returned to Boston for transfer to the Coast Guard. The ship simultaneously decommissioned and commissioned in the Coast Guard 13 March 1946. Serving the Coast Guard on loan, *Groton* again was assigned to weather duty off Argentia until decommissioning 25 September at New Orleans, La.

After being moved to Lake Charles, La., in November, *Groton* returned to New Orleans in January 1947. Turned over to the State Department for disposal, she was sold to the Government of Colombia 26 March 1947, where she now serves as *Almirante Padilla*.

II

(PCE–900: dp. 640; l. 185'; b. 33'; dr. 9'; s. 16 k.; cpl. 96; a. 1 3", 3 40mm., 4 20mm., 4 dcp., 1 dcp. (h.h.), 2 dct.; cl. *PCE–881*)

PCE–900 was laid down by Willamette Iron & Steel Corp., Portland, Oreg., 11 January 1943; launched 11 August; sponsored by Mrs. Clara Goff; and commissioned at Portland 12 April 1945, Lt. Arthur Maddalena, Jr., in command.

After shakedown off the West Coast, *PCE–900* departed San Pedro 5 June, arriving Pearl Harbor on the 13th. As the war still raged in the Western Pacific, she was assigned to plane guard station out of Pearl Harbor. Throughout the war and following the Japanese surrender, *PCE–900* continued operations in the vicinity of Hawaii.

She remained in the Pacific for the next 3 years, then sailed to the East Coast for duties in the 1st Naval District. *PCE–900* was assigned as a Naval Reserve training ship out of Boston, where she operated until 1955. She decommissioned 19 August 1955, and joined the Atlantic Reserve Fleet. *PCE–900* was named *Groton* 15 February 1956; and, after many years of productive service to the Navy, she was struck from the Navy List 1 February 1960.

Grouper

A salt-water fish noted as a gamefish and for its food values.

(SS–214: dp. 1,525; l. 311'9"; b. 27'2"; dr. 16'10"; s. 20.9 k.; cpl. 80; a. 1 3", 10 21" tt.; cl. *Gato*)

Grouper was launched by the Electric Boat Co., Groton, Conn., 27 October 1941; sponsored by Mrs. Albert F. Church; and commissioned at New London 12 February 1942, Lt. Comdr. C. E. Duke in command.

After shakedown in Long Island Sound, *Grouper* sailed for Pearl Harbor 30 March 1942 to join the Pacific Submarine Force which was to play havoc on Japanese shipping. Before departing for her first war patrol, *Grouper*

was assigned to the submarine screen which ringed the area as the American and Japanese fleets clashed in the decisive Battle of Midway. Patrolling the fringe of the fighting 4 June, *Grouper* sighted two burning enemy carriers, but could not close for attack because of heavy air cover. On that day she was strafed by fighter planes and driven deep in a series of aircraft and destroyer attacks which saw over 170 depth charges and bombs dropped on the novice submarine.

On 5 June as the battle still raged, *Grouper* crash-dived to avoid heavy bombers, then after 3 days at Midway to fuel and provision, *Grouper* sailed on her first war patrol 12 June. She torpedoed and damaged two Japanese marus in the China Sea before returning to Pearl Harbor 30 July. On her second patrol (28 August–9 October) *Grouper* had the satisfaction of sending to the bottom two freighters, *Tone Maru* on 21 September and *Lisbon Maru* on 1 October. Her third patrol, made 12 November to 31 December as she patrolled to Brisbane, Australia, was enlivened by the sinking 17 December of *Bandoeng Maru*, a passenger-freighter headed for the Solomons with troop reinforcements.

During her fourth war patrol (21 January–18 March 1943) *Grouper* rescued an aviator stranded on Rengi Island for several days and located several key Japanese radar installations in the Solomons. Her next four patrols netted her no further kills, despite several determined attacks, but illustrated the varied tasks submarines took on during the war. In addition to her regular patrol duties, which harassed Japanese shipping and tied up valuable warships desperately needed by the enemy, *Grouper* landed 50 men and 3,000 pounds of gear on New Britain Island to carry on guerrilla warfare and at the same time rescued an American aviator stranded there almost 3 months. At the conclusion of her eighth patrol, *Grouper* headed for the States and overhaul, reaching San Francisco 19 October 1943.

After returning to Pearl Harbor 7 January 1944 for additional repairs, the veteran submarine sailed for her ninth war patrol 22 May. This patrol netted *Grouper* what was to be her last kill of the war, *Kumanoyama Maru*, which she sank in a night surface attack 24 June. *Grouper's* final three war patrols found a lack of targets—American submarines had done their job on Japanese shipping too well for *Grouper's* purposes. She stood lifeguard duty during several air strikes and rescued seven downed aviators during raids on the Palaus in September 1944.

Returning to Pearl Harbor from her 12th war patrol 26 April 1945, *Grouper* sailed for San Francisco and overhaul the following day. She returned to Pearl Harbor 6 August, but V–J Day cancelled plans for another patrol, and on 9 September *Grouper* in company with *Toro* and *Blackfish*, sailed for New London. Four years of local operations and training exercises along the coast to Florida and in the Caribbean followed for *Grouper*. During this period she chalked up two "firsts:" in 1946 she became the first submarine to have a Combat Information Center installed, and the following year she effected the first discharge and recovery of men from a submerged and underway submarine.

These operations ended 5 March 1950 as *Grouper* entered the Mare Island Ship Yard for conversion to the Navy's first "killer" submarine. Her classification was changed to SSK–214 on 2 January 1951. With the addition of a snorkel and extensive sonar and radar facilities, *Grouper* emerged from the yard 27 June 1951 to pioneer in research on the deadly submarine-versus-submarine warfare. For the next 8 years, as a unit of Submarine Development Group 2, *Grouper* worked to develop and test concepts of hunter-killer antisubmarine warfare. In this duty she ranged along the East Coast from Nova Scotia to Florida as well as participating in Caribbean exercises. In 1953 and 1955 exercises took *Grouper* across the Atlantic to Rothesay, Scotland, via Iceland. In the fall of 1957 she then participated in NATO maneuvers.

Grouper was reclassified AG(SS)–214, 17 May 1958, and on 28 November 1959 she entered the Portsmouth, N.H., Navy Yard for extensive modification. Her forward torpedo room was converted into a floating laboratory, work benches and additional berths for scientists were installed, and various types of sonar gear were added topside. Thus equipped, *Grouper* departed Portsmouth 23 June 1960 to embark on the fourth phase of her long career, research vessel for the Naval Research and Underwater Sound Laboratories. Her duties as a floating laboratory took her frequently to the Caribbean and Bermuda, although she retained New London as her home port and engaged in operations there and as far north as Nova Scotia. Her efforts were focused on the study of sound propagation in water. In December 1962 *Grouper* entered the Philadelphia Naval Shipyard for overhaul and modification to prepare for further work in this field. *Grouper* left the Philadelphia Naval Shipyard in May 1963 to resume her investigation of waterborne sound.

In June of 1964 *Grouper* was awarded the coveted Battle Efficiency "E". In November 1965 the submarine again entered the Philadelphia Naval Shipyard for overhaul and equipment modifications to increase her usefulness as a floating underwater sound laboratory. She departed Philadelphia 1 May 1966, reached New London 1 June, and headed for the Caribbean for intensive research. Her studies during 1966 also took her to Narragansett Bay and twice to Bermuda. At the beginning of 1967 *Grouper* was at New London preparing to resume gathering knowledge of underwater sound propagation.

At present *Grouper* is still adding accomplishments as a floating laboratory to her long and outstanding record during both war and peace.

Grouper received 10 battle stars for World War II service.

Grouse

A game bird, smaller than the domestic hen, with mottled plumage; also known as "prairie hen" and "sage-cock."

I

(AMc–12; dp. 200; l. 80′; b. 25′; s. 11 k.)

The first *Grouse* (AMc–12), formerly *New Bol*, was launched in 1938 by Martinac Shipbuilding Co., Tacoma, Wash.; acquired in 1940; and commissioned 20 June 1941 at San Diego, Lt. (j.g.) Theodore L. Bergen in command.

After shakedown off San Diego, *Grouse* performed patrol and minesweeping duties in the 11th Naval District until she decommissioned 26 August 1944. Struck from the Navy List 23 September 1944, she was transferred to the Maritime Commission for disposal 5 February 1945.

II

(YMS–321: dp. 296; l. 136′; b. 24′6″; s. 12 k.; cpl. 33; a. 1 3″)

The *Grouse* (YMS–321) was launched 20 February 1943 by Al Larson's Boat Shop, Terminal Island, Calif.; sponsored by Mrs. H. Doty; and commissioned as *YMS–321* on 25 October 1943, Lt. (j.g.) Newman in command.

After shakedown and patrol out of San Diego, *YMS–321* sailed for Pearl Harbor 21 April 1944, arriving 1 May. A month later she sailed for sweeping and patrol duties in the Guam-Saipan-Tinian area. *YMS–321* was also pressed into service as a convoy escort in these staging areas, and on 28 November 1944 was in Tinian harbor during a Japanese air-raid. After escorting a convoy to Eniwetok, she swept the harbor at Maug Island, Marianas, 15 March 1945, and then bombarded the beach the following day. The wooden minesweeper patrolled around Iwo Jima in April 1945 and exploded two floating mines before returning to Saipan.

As the long Pacific war drew to a close, *YMS–321* returned to Pearl Harbor 15 August 1945, and from there returned to San Diego 29 August. After overhaul and operations along the West Coast, she sailed for the East Coast 5 April 1946, arriving Charleston on the 29th.

YMS–321 was reclassified AMS–15 on 25 February 1947, and named *Grouse*. For the next 10 years the small coastal minesweeper operated along the East Coast in a variety of capacities. Although her primary duty was training student officers and enlisted men at the Mine Warfare School, Yorktown, Va., *Grouse* also participated in experimental work at Countermeasures School and Mine Defense Laboratory, at Panama City, Fla. Various minesweeping exercises and regular overhauls consumed most of the rest of her time, although in 1954 and 1955 she was attached to the Hydrographic Office for Project "Vamp," a special coastal survey along the Virginia and Massachusetts shores.

On 1 March 1955 *Grouse* was reclassified MSC (0)–15. Sailing to Portland, Maine, 7 September 1957, she decommissioned and was placed in reserve 12 September 1957. *Grouse* was placed in service, in reserve, 13 November 1958, Lt. (j.g.) K. G. Houghton in command, and proceeded to Portsmouth, N.H., for overhaul. Assigned to the 1st Naval District as a reserve training ship, *Grouse* was based at Portsmouth and used to train reservists from the area in new minesweeping tactics. This work took her along the New England Coast as well as to Chesapeake Bay and to Charleston.

While on a training mission, *Grouse* went aground off Rockport, Mass., on the night of 21 September 1963. There were no injuries to the crew, but all efforts to dislodge *Grouse* from the rocks failed. *Grouse* was destroyed by explosives 28 September 1963, and her name was struck from the Navy List the same day.

Grouse (AM–398) was begun at Defoe Shipbuilding Co., Bay City, Mich., but her contract was terminated 12 August 1945.

Groves

Stephen William Groves, born 29 January 1917 in Millinocket, Maine, after a brief period period of enlisted service was appointed Aviation Cadet 15 February 1941. Ens. Groves was a member of Fighter Squadron 8 (on *Hornet*) during the epochal Battle of Midway. He hurled his fighter into a mass of Japanese aircraft threatening American carrier formations. Groves successfully pressed home his attack against desparate odds, thereby playing a key role in this decisive battle before he was presumed dead the next day, 5 June 1942, and received the Navy Cross posthumously for his heroism.

Groves (DE–543), a *John C. Butler*-class escort vessel, was building at Boston Navy Yard, but was cancelled 5 September 1944.

Growler

A large-mouth black bass.

I

(Slp: t. 53; a. 2 g.)

Growler, a wooden sloop, was purchased as *Experiment* on Lake Ontario during 1812, and was first commanded by Sailing Master M. P. Mix. She was actively employed with Chauncey's squadron on Lake Ontario from 1812 to 1814. *Growler* took part in attacks on Kingston, York, and Fort George and the engagement with the British squadron 7 to 11 August 1813. She was captured by the British 10 August 1813. Recaptured 5 October 1813, *Growler* was libelled and purchased by the Navy, rejoining the squadron. The British captured her again 5 May 1814 at Oswego, N.Y., and she was taken into the Royal Navy as *Hamilton*.

II

(Slp: t. 112; l. 64'; b. 20'4"; dph. 5'8"; a. 10 18-pdr. car., 1 6-pdr.)

The second *Growler* was a sloop purchased on Lake Champlain in 1812. She cruised under the command of Lt. Sidney Smith as part of Commodore Macdonough's squadron until she was taken by the British near Isle Aux Noix, Canada, 3 June 1813. *Growler* was then taken into the Royal Navy as *Shannon*, and later *Chub*. Under the latter name she was captured by the American Squadron in the Battle of Lake Champlain 11 September 1814. She saw no further service, however, and was sold at Whitehall, N.Y. in July 1815.

III

(SS–215: dp. 2,424; l. 311'9"; b. 27'2"; dr. 15'3"; s. 20 k.; cpl. 66; a. 1 3", 10 21" tt.; cl. *Gato*)

Growler (SS–215) was launched 2 November 1941, by Electric Boat Co., Groton, Conn.; sponsored by Mrs. Robert L. Ghormley; and commissioned 20 March 1942, Lt. Comdr. Howard W. Gilmore in command.

Growler's first war patrol began 29 June 1942 as she cleared Pearl Harbor for her assigned patrol area around Dutch Harbor, Alaska; topping off at Midway on 24 June, she entered her area on 30 June. Five days later she saw her first action; sighting three destroyers, *Growler* closed them for a submerged torpedo attack and then surfaced. Her torpedoes struck the first two targets amidships, putting them out of action, and hit the third in the bow, but not before she had fired two torpedoes at *Growler*. As the Japanese torpedoes "swished down each side" of Growler, she dived deep, but no depth charges followed. One of the torpedoed destroyers, *Arare*, was sunk, and the other two were severely damaged. *Growler* completed her patrol without finding any more targets, and on 17 July berthed at Pearl Harbor.

On 5 August *Growler* began her second and most successful war patrol, entering her area near Taiwan on 21 August. Two days later she conducted a submerged night attack on a freighter, surfacing to give chase when both torpedoes ran under the target and failed to explode; the freighter's quick exit into shallow waters prevented *Growler* from gun attack. Patrolling amidst a large fishing fleet on 25 August, *Growler* sighted and fired at a large passenger freighter but all three torepdoes missed; after a 3-hour depth charge attack, in which some 53 ash cans were dropped, *Growler* surfaced and almost immediately spotted a convoy. After 2 hours of maneuvering, she failed to catch up with the main body of the convoy but did fire at and sink an ex-gunboat, the *Senyo Maru*. No more ships appeared in this immediate area for 3 days, so *Growler* shifted to the east side of the island. First to fall victim was *Eifuku Maru*, a 5,866-ton cargo ship *Growler* sank within 40 minutes after first sighting her on 31 August. On 4 September *Growler* sank by gunfire the *Kashino*, a 4,000-ton supply ship; 3 days later she sent two torpedoes into the 2,204-ton cargo ship *Taika Maru*, which broke in half and sank in 2 minutes. On 15 September *Growler* cleared her patrol area, and arrived back at Pearl 30 September.

During refitting, new surface radar was installed, as well as a new 20mm. gun; thus equipped, *Growler* sailed from Hawaii for her new patrol area in the Solomon Islands across the key Truk-Rabaul shipping lines. Her patrol area in these days of bitter fighting over Guadalcanal was almost continually covered by enemy planes, and only eight enemy ships were sighted with no chance for attack. *Growler* cleared the area 3 December and arrived in Brisbane, Australia, 10 December.

New Year's Day of 1943 saw *Growler* sail from Brisbane for what was to prove one of the most gallant actions in naval history. Entering her patrol area, again athwart the Truk-Rabaul shipping lanes, on 11 January, she waited only 5 days before sighting an enemy convoy. Maneuvering inside the escorts, *Growler* fired two torpedoes and saw them hit; then, as her war diary reports, she was in the unfortunate predicament of being about 400 yards from the destroyer and had to dive without being able to continue the attack. She was credited with sinking *Chifuku Maru*, a passenger-cargo ship.

The patrol continued as normal, with two further attacks, but no sinkings until shortly after 0100, 7 February when *Growler* stealthily approached a gunboat for a night surface attack. The small fast ship suddenly turned to ram. Comdr. Gilmore then took the only move to save his ship; he brought *Growler* left full rudder and rammed the enemy amidships at 17 knots. Machine gun fire raked the bridge at point blank range. The courageous sub seemed lost. Comdr. Gilmore cleared the bridge except for himself. Desperately wounded, he realized that he could not get below in time if his ship were to be saved. "Take her down" he ordered; and, as he floated in the sea, he wrote another stirring tale of inspirational naval history. For his heroic sacrifice to ship and crew, Comdr. Gilmore was awarded the Medal of Honor, one of six submariners to receive this medal of valor.

Severely damaged but still under control, *Growler* returned to Brisbane under command of her exec., Lt. Comdr. A. F. Schade; she docked 17 February for extensive repairs.

Growler's fifth, sixth, and seventh patrols, out of Brisbane to the Bismarck-Solomons area, were relatively uneventful; heavy enemy air cover and a lack of targets resulted in her coming home empty-handed from all but the fifth, on which she sank the passenger-cargo ship *Miyadono Maru*. The seventh patrol was marred by trouble with the storage battery and generators, and on 27 October 1943, only 11 days out of Brisbane, she was ordered to Pearl Harbor, arriving 7 November, and from there to the Navy Yard at Hunter's Point, Calif., for an extensive overhaul and refitting.

Returning to the Pacific, on 21 February 1944, *Growler* departed Pearl Harbor, and after refueling at Midway, headed for her patrol area. However, a week out of Midway a typhoon's high seas and wind delayed her arrival to the patrol area. Once there, *Growler* was again plagued by violent weather which made even periscope observation almost impossible.

Growler returned to Majuro 16 April, and departed there 14 May to take up patrol in the Marianas-Eastern Philippines-Luzon area, where the first stages of the attack on the Marianas and the Battle of the Philippine Sea were getting underway. Rendezvousing with *Bang* and *Seahorse* to form a wolfpack, she continued the patrol closing several targets but achieving firing position only once, when she sank the cargo vessel *Katori Maru*.

Her 10th patrol, from Pearl Harbor 11 August, found her in a new wolfpack, nicknamed "Ben's Busters" after *Growler*'s skipper Comdr. T. B. Oakley; in company with *Scalion* and *Pampanito*, she headed for the Formosa Straits area. Aided greatly by reconnaissance and guidance from planes, the wolfpack closed a convoy for night surface action 31 August; their torpedoes plunged the Japanese into chaos, with their own ships shooting at each other in the dark, but no sinkings were reported. Two weeks later, 12 September, the wolfpack sighted a second convoy and closed for torpedo action. A destroyer spotted *Growler* and attacked her, but the sub calmly fired a spread at the destroyer. Heavily damaged by the torpedoes, the flaming destroyer bore down on *Growler* and only adroit maneuvering took her out of the enemy's way; paint on the bridge was seared by the heat of the passing destroyer. Meantime *Growler*'s other torpedoes and those of *Scalion* and *Pampanito* were hitting the convoy, and when Ben's Busters returned to Fremantle 26 September, they were credited with a total of six enemy ships. *Growler* had sunk the destroyer *Shikinami* and the frigate *Hirado;* and her companions had racked up two each. The submarines had also rescued over 150 Allied prisoners from one of the torpedoed ships which had served the Japanese as a prison ship. This difficult operation had been carried out despite rough seas caused by an approaching typhoon.

Growler's 11th and final war patrol began out of Fremantle 20 October in a wolfpack with *Hake* and *Hardhead*. On 8 November the wolfpack, headed by *Growler*, closed a convoy for attack, with *Growler* on the opposite side of the enemy from *Hake* and *Hardhead*. The order to commence attacking was the last communication ever received from *Growler*. After the attack was underway, *Hake* and *Hardhead* heard what sounded like a torpedo explosion and then a series of depth charges on *Growler*'s side of the convoy, and then nothing. All efforts to contact *Growler* for the next 3 days proved futile, and the gallant submarine, veteran of seven successful war patrols, was listed as lost in action against the enemy, cause unknown.

Growler received eight battle stars for her service in World War II.

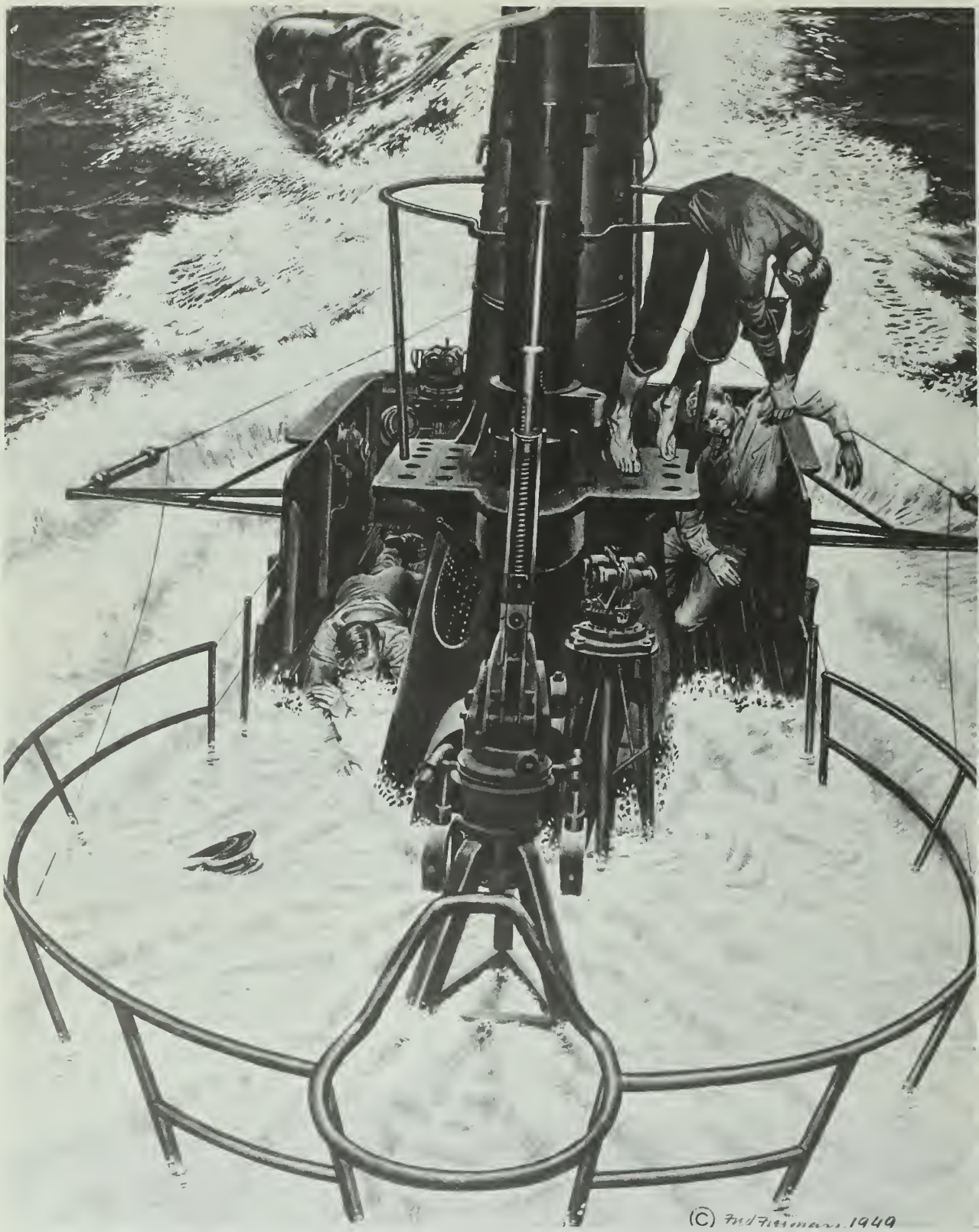
IV

(SSG–577: dp. 2,768; l. 317′7″; b. 27′2″; dr. 19′; s. 14 k.; cpl. 87; a. Regulus mis.; cl. *Grayback*)

The fourth *Growler* (SSG–577), second of the Regulus II guided missile submarines, was built by the Portsmouth Naval Shipyard, Portsmouth, N.H. At her launching 5 April 1958 she was sponsored by Mrs. Robert K. Byerts, widow of Comdr. Thomas B. Oakley, Jr., who commanded the third *Growler* on her 9th, 10th, and fatal 11th war patrols. *Growler* commissioned at Portsmouth on 30 August 1958, Lt. Comdr. Charles Priest, Jr., in command.

After training exercises off the East Coast *Growler* sailed south for her shakedown cruise, arriving at the Naval Air Station, Roosevelt Roads, P.R., on 19 February

USS *Growler* (SS–215) at Groton, Conn., 21 February 1942



"Take Her Down"—famous last words of Comdr. Howard W. Gilmore, Commanding Officer of USS *Growler* (SS–215)

1959. After a brief run back to Portsmouth, she returned to the Caribbean in March to train in launching Regulus I and II guided missiles. *Growler* returned to Portsmouth 19 April via Fort Lauderdale and New London.

Growler then proceeded to the Pacific via Norfolk, Key West, and the Panama Canal, putting in at Pearl Harbor on 7 September to serve as flagship of Submarine Division 12. At Pearl Harbor the guided missile sub participated in a variety of battle and torpedo exercises as well as missile practice before beginning her first Regulus Deterrent Mission. On this mission, which lasted from 12 March to 17 May 1960, *Growler* departed Hawaii with a full store of Regulus II sea-to-surface missiles, armed with nuclear warheads, and patrolled under a strict cloak of secrecy. The threat of *Growler* and her sisters, shadowy submarines silently gliding through unknown seas with their potent cargo, should deter any but the most foolhardy foe. The attitude of her crew, at sea on these silent missions for 2 months and more at a stretch, submerged for hours and even days, is nowhere better expressed than in the poem which traditionally opens each year's log. On New Year's Day 1961, as *Growler* prowled deep on her second patrol, Lt. (j.g.) Bruce Felt wrote: "Not our idea of fun and good cheers, but doing our job to ensure many New Years."

From May 1960 through December 1963 *Growler* had made nine such deterrent mission patrols, one of which, the fourth, terminated at Yokosuka, Japan, on 24 April 1962, as the Navy proudly displayed one of its newest and most effective weapons.

Returning to Mare Island, Calif., in May 1964, *Growler* decommissioned 25 May and was placed in reserve. At present she is berthed at Mare Island with the Pacific Reserve Fleet.

Grumium

A star.

(AK–112: dp. 4,023; l. 441'6"; b. 56'1"; dr. 28'4"; s. 11 k.; cpl. 198; a. 1 5", 1 3"; cl. *Crater*; T. EC2–S–C1)

Grumium (AK–112) was launched under Maritime Commission contract as *William G. McAdoo* by Permanente Metals Corp., Richmond, Calif., 20 December 1942; sponsored by Mrs. T. Y. Sturtevant; and acquired by the Navy from the Maritime Commission 5 October 1943. The ship was converted by Todd Shipyard, Seattle, Wash., and commissioned *Grumium* (AK–112) 20 October 1943, Lt. Comdr. B. J. Parylak in command.

Grumium loaded supplies at San Francisco 9 November and got underway from San Pedro 19 November 1943 bound for Pago Pago. The ship unloaded drum gas there and at Funafuti 8 to 11 December, after which she proceeded to Kwajalein 6 March and Eniwetok 15 March delivering the much-needed oil and aviation fuel. After another stop at Kwajalein 26 to 28 April *Grumium* returned to San Francisco via Pearl Harbor, arriving in California 27 May 1944.

At San Francisco *Grumium* was transferred to the direct control of Commander, Naval Air Forces, Pacific Fleet, and underwent conversion to an aviation support ship. She was redesignated IX–174, 20 June 1944 and 2 days later was underway for Pearl Harbor once more, to supply American fast carrier aircraft, then increasing greatly in numbers.

Grumium arrived Pearl Harbor 30 June and 10 July continued to Roi Island. Arriving 19 July the ship transferred supplies to aircraft groups until early September, then returned to Pearl Harbor. She sailed with another load of aviation supplies 28 September, calling at Ulithi and Eniwetok before arriving Manus 17 November. There she supplied carrier forces making the supporting strikes for the Philippine campaign, as America's great island offensive gained momentum. Remaining at Manus until 5 December 1944, *Grumium* sailed to a closer advance base, Ulithi, arriving four days later. From Ulithi the ship supported the far reaching and devastating air raids on the Philippines, Okinawa, and Formosa in the months to come.

As onrushing U.S. forces moved ever north and west, supplies had to be moved into new advance bases, and *Grumium* sailed 14 January 1945 to bring up aviation supplies from Manus to Ulithi. Then she made a similar voyage to Roi Island before moving her supply base to Guam 16 March 1945. The ship was soon to carry her support activities to the assault area itself, however, and rendezvoused with an Okinawa-bound convey at Saipan 23 March.

As American forces stormed ashore at Okinawa 1 April and began that bitterly-fought campaign, *Grumium* made preparations to supply the cruising carrier groups from Kerama Retto, near Okinawa. Arriving 2 April, she serviced the escort carrier groups protecting the landing and providing group support. Japanese forces were determined to defeat the assault and quickly expanded suicide attacks against the assembled ships. *Grumium* came under savage air attack at Kerama Retto 6–7 April; of the many planes destroyed she helped shoot down one. She also rescued survivors from a suicide crash on *Pinkney* (APH–2) 28 April and a bomb hit on *Terror* (CM–5) 30 April.

While *Grumium* was at Kerama Retto, a special designation for aviation supply ships was established; and she became AVS–3 on 25 May 1945. She departed the Okinawa area 6 June, arrived Guam 14 June, and arrived Eniwetok to supply the carrier forces 1 July 1945. *Grumium* remained there during and after the final operations of the war providing vital supplies until departing for the Hawaiian Islands 12 October. Stopping briefly at Pearl Harbor, she arrived Norfolk via the Panama Canal 25 November for deactivation. Decommissioned 20 December 1945, she was redelivered to the Maritime Commission 27 December 1945. Subsequently she joined Maritime Commission's National Defense Reserve Fleet, James River, Va., where she remains.

Grumium received one battle star for World War II service.

Grundy

Counties in Illinois, Iowa, Missouri, Tennessee, and Virginia.

(APA–111: dp. 8393 light; l. 592'; b. 69'6"; dr. 26'6"; s. 18; cpl. 585; a. 2 5"; cl. *Windsor;* T. C3–S–A3)

Grundy (APA–111), was launched under Maritime Commission contract 16 June 1944 by Ingalls Shipbuilding Co., Pascagoula, Miss.; sponsored by Mrs. Lena Moore Gnatt; and commissioned 3 January 1945, Captain J. M. Cabanillas in command.

After loading supplies at New Orleans, the new transport conducted shakedown training out of Galveston, Tex., until 28 January 1945. She departed 4 February for her first assignment, as school ship for pre-commissioning crews at Newport, R.I. Arriving Newport 10 February, *Grundy* held underway drills and training for the crews of nearly finished ships, helping to speed their delivery as active fighting units. This duty was completed 31 March, and *Grundy* sailed for Hampton Roads.

The ship arrived Norfolk, Va., 1 April and immediately embarked Seabees for transportation to the Pacific. Departing 14 April, she sailed to Pearl Harbor via the Panama Canal, arriving there 2 May 1945. At Pearl Harbor *Grundy* performed amphibious exercises and loaded cargo and passengers for the western Pacific. She departed 7 June; stopped at Eniwetok, Guam, and Saipan; and anchored 1 July at Ulithi to join an Okinawa-bound convoy.

Grundy departed in convoy for battle-scarred Okinawa 10 July, and after her arrival 4 days later unloaded her troops and cargo. She then sailed to Ulithi and Peleliu to bring troops from those islands to Guam, where she arrived 31 June. *Grundy* remained there until 2 August when she got underway for Pearl Harbor, unloading her supplies upon arrival 10 August. The war ended while *Grundy* was on her way to San Diego, where she arrived 19 August.

Her troop spaces loaded with replacement units, *Grundy* sailed from Seattle 1 September 1945, and after a stop at Eniwetok arrived Leyte 19 September. There she remained until 26 September, when the transport group of which she was a part departed for Yokohama with occupation troops. Arriving in Japan 4 days later, *Grundy* put ashore her contingent of the occupation forces, embarked veteran troops, and sailed for San Francisco 8 October. She arrived 19 October 1945.

The busy transport's next duty was as part of the "Magic Carpet" fleet, performing the gigantic task of returning the thousands of servicemen to the United States from the Pacific. Carrying replacement troops, she sailed 26 October for Okinawa, arriving 12 November. She then sailed for Shanghai, China, with troops to aid in the occupation and to help stabilize the tense situation there. *Grundy* arrived Shanghai 17 November, and sailed 23 November to embark a group of soldiers for transportation to Seattle from Korea. The transport sailed from Jinsen 5 December and arrived at her revised destination. Portland, Oreg., on Christmas Day 1945.

Designated for return to the Maritime Commission, *Grundy* sailed via San Francisco and the Panama Canal to Norfolk, where she arrived 8 March 1946. She decommissioned 8 May, and was returned to the Maritime Commission 13 May. The ship was subsequently acquired by Moore-McCormack lines, and renamed *Mormacsurf*. In 1966 she was part of a six-ship west coast fleet sold to Grace Lines, serving at present as *Santa Anita*.

Grunion

A small fish of the *silversides* family, indigenous to the western American coast.

(SS–216: dp. 1,525; l. 311′9″; b. 27′; dr. 17′; s. 21 k.; cpl. 70; a. 1 4″, 10 21″ tt.; cl. *Gato*)

Grunion was launched by the Electric Boat Co., Groton, Conn., 22 December 1941; sponsored by Mrs. Stanford C. Hooper, wife of Rear Admiral Hooper; and commissioned 11 April 1942, Lt. Comdr. M. L. Abele in command.

After shakedown out of New London, *Grunion* sailed for the Pacific 24 May. A week later, as she transited the Caribbean for Panama, she rescued 16 survivors of USAT *Jack*, torpedoed by a German U-boat, and conducted a fruitless search for 13 other survivors presumed in the vicinity. Arriving at Coco Solo 3 June, *Grunion* deposited her shipload of survivors and continued to Pearl Harbor, arriving 20 June.

Departing Hawaii 30 June after 10 days of intensive training, *Grunion* touched Midway; then headed toward the Aleutians for her first war patrol. Her first report, made as she patrolled north of Kiska Island, stated she had been attacked by a Japanese destroyer and had fired at him with inconclusive results. She operated off Kiska throughout July and sank two enemy patrol boats while in search for enemy shipping. On 20 July the submarine reported intensive antisubmarine activity; and she was ordered back to Dutch Harbor.

Grunion was never heard from nor seen again. Air searches off Kiska were fruitless; and on 5 October *Grunion* was reluctantly reported overdue from patrol and assumed lost with all hands. Captured Japanese records show no antisubmarine attacks in the Kiska area, and the fate of *Grunion* remains a mystery. Her name was struck from the Navy List 2 November 1942.

Grunion received one battle star for World War II service.

Guadalcanal

A volcanic island 90 miles long and 25 miles wide in the Pacific Ocean, Solomon Islands group. Guadalcanal was captured by the Japanese in 1942. Before they could develop it as a bastion Admiral Kelly Turner's amphibious force struck in August. The next 4 months saw some of the bitterest fighting of World War II. Six major naval battles and uncounted smaller engagements were fought in the waters adjacent to the island. The victory on Guadalcanal was the next great step to victory following Midway.

I

(CVE–60: dp. 7,800; l. 512′; b. 65′; ew. 108′1″; dr. 22′6″; s. 19 k.; cpl. 860; a. 1 5″, 16 40mm., 20 20mm., 28 ac.; cl. *Casablanca;* T. S4–S2–BB8)

The first *Guadalcanal* (CVE–60), an escort aircraft carrier, was converted from a Maritime Commission hull by Kaiser Co., Inc., of Vancouver, Wash. Originally *Astrolabe Bay* (AVG–60), she was reclassified ACV–60, 20 August 1942 and launched as *Guadalcanal* (ACV–60) 5 June 1943, sponsored by Mrs. Alvin I. Malstrom. She was reclassified CVE–60 on 15 July 1943; and commissioned at Astoria, Oreg., 25 September 1943, Captain D. V. Gallery in command.

After shakedown training, *Guadalcanal* performed pilot qualifications out of San Diego, Calif., and then departed 15 November 1943, via the Panama Canal, for Norfolk, Va., arriving 3 December. There she became flagship of antisubmarine task group 21.12, and with her escort destroyers set out from Norfolk 5 January 1944 in search of enemy submarines in the North Atlantic. On 16 January aircraft from *Guadalcanal* sighted three submarines fueling on the surface and in a rocket and bombing attack succeeded in sinking German submarine *U–544*. Re-

USS *Guadalcanal* (CVE–60) alongside captured German submarine *U–505*

The sub at this point was running in a tight circle to the right, fully surfaced and it was known that most of her crew had abandoned her.

PART III THE CAPTURE

At 1135 ComCortDiv 4 ordered the Jenks and Chatelain to pick up survivors and sent away the Pillsbury's boarding party.

At 1203 the carrier headed back toward the scene of action to get her boarding parties aboard, having in the meantime recovered the fighter planes which had assisted the Chatelain. Carrier's boarding parties were called away at 1230.

After lowering her boat the Pillsbury pursued the sub around the circle trying to get lines aboard. From the carrier's bridge it looked for all the world like rodeo with a cowboy trying to rope a wild horse. The Pillsbury did rope the sub, several times. The first time she got a line aboard. CTG 22.3 broadcast by TBS:

"Bluejay to Dagwood - Ridem Cowboy. Out."

But in the struggle alongside the runaway sub the Pillsbury was holed by the bow planes of the sub, and one engine room was flooded to the water line, forcing her to haul clear and stop.

Meantime the Pillsbury's boarding party, commanded by Lieut. (j.g.) A. L. David, had gotten alongside and leaped from the whaleboat to the deck of the circling sub. There was only one dead man on deck, but the boarders did not know how many men might be below. The sub was still running at about 7 knots and it seemed highly probable that part of the crew was still below setting demolition charges and scuttling. Without hesitation this party took their lives in their hands and plunged down the conning tower hatch to capture and save the boat. They found no one below and immediately went to work closing valves, and replacing the cover on a strainer through which a solid stream of water, 6" in diameter, was pouring into the boat. Then, not knowing at what moment the boat might either blow up or sink, they turned to, seizing all the important looking papers they could find and passing them up on deck.

CONCLUSION

From the time that we sailed from Norfolk the whole task group was determined that we would come back dragging a sub behind us....and they had what it took to do it. When remarkable luck was required, we had it. When perfect cooperation between aircraft and surface vessels was required - it was there. When a clean cut knock out punch was needed, the Chatelain produced it. When outstanding heroism was required, it was commonplace among the boarding parties.

I believe every man in the task group would have volunteered for the boarding parties, and those who could not go were very envious of those who did.

It is a great pleasure to report that all hands in the task group did their duty in an exemplary manner in keeping with the highest traditions of the U. S. Navy.

D. V. Gallery

D. V. GALLERY.

plenishing at Casablanca, the task group headed back for Norfolk and repairs, arriving 16 February.

Departing again with her escorts 7 March, *Guadalcanal* sailed without incident to Casablanca and got underway from that port 30 March with a convoy bound for the United States. Scouring the waters around the convoy 8 April northwest of Madeira, the task group discovered German submarine *U–515* and closed in for the kill. *Guadalcanal* aircraft and destroyers *Chatelain*, *Flaherty*, *Pillsbury*, and *Pope* made several well coordinated attacks on the intruder with rockets and depth charges throughout the night. Losing depth control on the afternoon of 9 April, the submarine was forced to surface amid the waiting ships, and was immediately devastated by point blank rocket and gunfire. As Wildcat fighters from *Guadalcanal* strafed the submarine, her captain, German ace Kapitanleutenant Werner Henke, ordered abandon ship and she went to the bottom.

Again on the night of 10 April the task group caught German submarine *U–68* on the surface in broad moonlight 300 miles south of the Azores and sank her with depth charges and rocket fire. The convoy arrived safely at Norfolk 26 April 1944.

After voyage repairs at Norfolk, *Guadalcanal* and her escorts departed Hampton Roads for sea again 15 May 1944. Two weeks of cruising brought no contacts, and the task force decided to head for the coast of Africa to refuel. Ten minutes after reversing course, however, *Chatelain* detected a submarine, *U–505*. The destroyer loosed one depth charge attack and, guided in for a more accurate drop by circling Avenger aircraft from *Guadalcanal*, soon made a second. This pattern blasted a hole in the outer hull of the submarine, and rolled the U-boat on its beam ends. Shouts of panic from the conning tower led her inexperienced captain to believe his boat was doomed, so he blew his tanks and surfaced, barely 700 yards from *Chatelain*. The destroyer fired a torpedo, which missed, and the surfaced submarine then came under the combined fire of the escorts and aircraft, forcing her crew to abandon ship.

Captain Gallery had been waiting and planning for such an opportunity, and having already trained and equipped his boarding parties, ordered *Pillsbury*'s boat to make for the German sub and board her. Under the command of Lt. (jg) A. L. David, the party leaped onto the slowly circling submarine and found it abandoned. Braving unknown dangers below, David and his men quickly captured all important papers and books while closing valves and stopping leaks. As *Pillsbury* attempted to get a towline on her, like a cowboy roping a steer, the party managed to stop her engines. By this time a larger salvage group from *Guadacanal* arrived, and began the work of preparing *U–505* to be towed. After securing the towline and picking up the German survivors from the sea, *Guadalcanal* started for Bermuda with her priceless prize in tow. Fleet tug *Abnaki* rendezvoused with the task group and took over towing duties, the group arriving in Bermuda 19 June.

For their daring and skillful teamwork in this remarkable capture, *Guadalcanal* and her escorts shared in a Presidential Unit Citation. The captured submarine proved to be of inestimable value to American intelligence, and its true fate was kept secret from the Germans until the end of the war.

Arriving in Norfolk 22 June 1944, *Guadalcanal* spent only a short time in port before setting out again on patrol. She departed Norfolk 15 July and between then and 1 December made three anti-submarine cruises in the Western Atlantic. She sailed 1 December for a training period in waters off Bermuda and Cuba that included refresher landings for pilots of her new squadron, gunnery practice, and anti-submarine warfare drills with Italian submarine *R–9*. *Guadalcanal* arrived Mayport, Fla., for carrier qualifications 15 December and subsequently engaged in further training in Cuban water until 13 February 1945 when she arrived back in Norfolk. After another short training cruise to the Caribbean, she steamed into Mayport 15 March for a tour of duty as carrier qualification ship, later moving to Pensacola for similar operations. After qualifying nearly 4,000 pilots, *Guadalcanal* returned to Norfolk, Va., and decommissioned there 15 July 1946.

Guadalcanal entered the Atlantic Reserve Fleet at Norfolk and was redesignated CVU–60 on 15 July 1955, while still in reserve. Her name was finally stricken from the Navy List 27 May 1958 and she was sold for scrap to the Hugo Neu Corp. of New York 30 April 1959.

Guadalcanal was awarded three battle stars and a Presidential Unit Citation for service in World War II.

II

(LPH–7: dp. 18,000 (f.); l. 592'; b. 84'; ed. 105'; dr. 27'; cpl. 900; cl. *Iwo Jima*)

The second *Guadalcanal* (LPH–7), an amphibious assault ship, was launched by the Philadelphia Naval Shipyard 16 March 1963, sponsored by Mrs. David Shoup, wife of the former Commandant of the Marine Corps; and commissioned 20 July 1963, Captain Dale K. Peterson in command.

Upon completion of sea trials and outfitting, *Guadalcanal* departed Philadelphia to join the Amphibious Forces, United States Atlantic Fleet. One of a new class of ships designed from the keel up to embark, transport, and land assault marines by means of helicopters, she lends new strength and flexibility to amphibious operations. After departing Norfolk 23 October 1963 for 6 weeks shakedown training at Guantanamo Bay, Cuba, *Guadalcanal* steamed to Onslow Beach, North Carolina, 6 December for practice amphibious landings. She then carried on training and readiness operations with the Atlantic Fleet, based in Norfolk until departing for Panama 11 February 1964. Following 2 months on station as flagship for Commander PhibRon 12 with the 12 Marine Expeditionary Unit embarked and ready to land anywhere needed. *Guadalcanal* entered Philadelphia Naval Shipyard 26 May, but was deployed again 7 October as a unit of Operation "Steel Pike 1", a NATO landing exercise on the beaches of southern Spain.

Guadalcanal has continued to serve in the Atlantic Fleet into 1967. One of the highlights of her career occurred 21 July 1966 when she recovered Gemini X astronauts after their spacecraft landed in the Atlantic east of Cape Kennedy.

Guadalupe

A river in Texas.

(AO–32: dp. 7,256; l. 552'; b. 75'3"; dr. 31'6"; s. 18 k.; cpl. 285; cl. *Cimarron*)

Guadalupe (AO–32) was launched as SS *Esso Raleigh* 26 January 1940 by the Newport News Shipbuilding & Drydock Co., Newport News, Va.; sponsored by Mrs. W. L. Inslee, wife of the late manager of the Traffic Division, Marine Department, Standard Oil of New Jersey; taken over by the Maritime Commission as MC Hull #12; acquired by the Navy 1 June 1941; and commissioned 19 June 1941, Comdr. Harry B. Thurber in command.

Six weeks of coastwise voyages carrying oil from Texas to New Jersey ended 16 August as *Guadalupe* docked at the Brooklyn Navy Yard. Receiving as deck cargo six PT boats later to form the famous squadron commanded by Lt. Comdr. John Bulkeley, *Guadalupe* sailed for the western Pacific 3 days later. After discharging cargo and oil at Pearl Harbor, Manila, and Cavite, the tanker returned to Norfolk 13 November via San Diego. After America's sudden plunge in war, she put into Baltimore to be fitted with guns.

In January 1942 *Guadalupe* sailed to the Pacific, where she was to participate in virtually every major campaign of the long and bloody war. After months of developing techniques for fueling at sea, a science then in its infancy, *Guadalupe* sailed from Pearl Harbor 2 June 1942 to refuel American ships participating in the

momentous Battle of Midway, the first naval defeat inflicted on the Japanese in 350 years. From Midway *Guadalupe* sailed north to spend the rest of the summer supporting American forces in the Attu campaign.

As the United States launched its first offensive effort in the Pacific, *Guadalupe* sailed south to spend the final four months of 1942 fueling warships operating in and around Guadalcanal. The first half of 1943 saw her in overhaul in the United States and operating in the Aleutians, with two shuttle trips to Pearl Harbor with fuel and planes. Departing Pearl 22 August *Guadalupe* sailed to the central Pacific to support the Gilberts campaign, working with such famous fighting ships as *Essex*, *Independence*, *Washington*, *Enterprise*, *Lexington*, and *Yorktown*. After a late winter overhaul, she returned to the Pacific theater in February 1944 operating in support of Vice Admiral Mitscher's carrier force during the Truk campaign. A short break at Pearl Harbor ended as *Guadalupe* sailed 11 May to operate in support of the 5th Fleet during the Marianas campaign. From there she sailed in late August to support Admiral "Bull" Halsey's 3d Fleet in action against the Japanese in the Palau and Philippine areas. One of her major tasks was refueling ships during the climactic Battle of Leyte Gulf.

On 29 December 1944 *Guadalupe* sailed from Ulithi with units of TF–38, then preparing for the invasion of Lingayen Gulf. Joining a fast carrier strike force under Admiral J. S. McCain, *Guadalupe* steamed through Luzon Strait into the China Sea on the night of 9 to 10 January 1945, concurrent with the first invasion waves on Lingayen Gulf. During the transit of the Strait, another tanker, *Nantahala*, collided with *Guadalupe*, putting a large hole in the bow. Jury-rigged repairs enabled *Guadalupe* to continue with the fast carrier group—which included *Yorktown*, *Cowpens*, and *South Dakota*—as they conducted strikes against Japanese positions on Formosa and along the China coast. This action diverted the enemy from the main action at Lingayen Gulf, and crippled his land-based air power.

A month's availability at Ulithi to repair her damaged bow ended in late February and *Guadalupe* again steamed for battle, this time operating in support of the Iwo Jima invasion. After 2 weeks, off Iwo Jima, 24 February to 7 March, *Guadalupe* returned empty to Ulithi to prepare for her role in the bloody Okinawa campaign. Departing Ulithi 25 March 1945, *Guadalupe* spent 3 weeks off Okinawa, returned to Ulithi for more fuel, and then spent another 3 weeks off Okinawa. As the fierce struggle raged for this rockbound island, last step before the Japanese home islands, *Guadalupe* operated through heavy weather and high seas to provide other services, as well as her normal duties of refueling the giant invasion fleet, largest ever assembled in the Pacific.

Okinawa marked the end of *Guadalupe*'s service in the Pacific war. She sailed for the States and overhaul 24 May, and was 2 days out of Pearl Harbor on her way back to the struggle when the Japanese capitulation ended the long war 15 August 1945. From Pearl, *Guadalupe* went to Jinsen, Korea, where she replenished units of the 7th Fleet occupying Yellow Sea ports. The tanker sailed for Okinawa 22 October and remained there through 1945.

In the post-war period *Guadalupe* remained on duty in the Pacific, supplying vital fuel oil to American units in Japan, China, Korea, the Philippines, and scores of islands. Some of this fuel oil she picked up at Bahrein, Arabia, as she sailed from the Far East to Norfolk via the Suez and Gibraltar in 1948, returning over the same route.

When North Korean Communist troops hurled themselves across the 38th parallel 24 June 1950, *Guadalupe* was undergoing repairs at Long Beach, Calif., but she was soon ready for an active part. Sailing for the Pacific 29 July, she spent three months shuttling fuel oil between Hawaii, Kwajalein, and Guam before joining the 7th Fleet at Sasebo, Japan, 1 December 1950. Operating with various units of the fleet, *Guadalupe* visited Okinawa, Hong Kong, and Formosa in addition to refueling American and United Nations ships in the Korean replenishment area. She also sailed along the Korean coast to support the siege of Wonsan harbor.

An uneasy peace settled over the war-torn peninsula in August 1953, while *Guadalupe* was undergoing overhaul in California, but she returned to the Pacific to support American forces on the Formosa Patrol and training operations. From that time, the tanker's year settled into a routine of six months deployment with the 7th Fleet and 6 months operating out of Long Beach. In her Far East operations, *Guadalupe* has visited every major Pacific port—Hong Kong, Manila, Tokyo, Ceylon, Formosa—while playing her unsung but vital role in keeping the peace. At present she continues her important role as a fleet oiler supporting American ships off the coast of Vietnam.

Gualala

A river in California.

(AOG–28: dp. 2,270; l. 220′6″; b. 37′; dr. 13′1″; s. 10 k.; cpl. 62; a. 1 3″, 2 40mm.; cl. *Wautauga*)

Gualala (AOG–28) was launched 3 June 1944, by the East Coast Ship Yard Inc., Bayonne, N.J., under a Maritime Commission contract; acquired by the Navy 19 August 1944; and commissioned 25 August 1944, Lt. Gerald T. Allworth, USCG, in command.

After completing trials, *Gualala* sailed from New York 23 October 1944; touching at Guantanamo and Christobal, she transited the Panama Canal 8 November, proceeding from there to Biak Island via Bora Bora and New Guinea. Arriving 13 January 1945, *Gualala* sailed the seas between Biak, Morotai, and Mios Woendi serving as a fueling ship for fleet units. Departing Mios Woendi 4 June, she touched at Morotai before reaching Balikpapan, Borneo, the 16th. *Gualala* continued her fueling duties throughout the Philippines and at Saipan until 26 December 1945, when she sailed for San Francisco via Pearl Harbor.

Arriving San Francisco 31 January 1946, *Gualala* remained there until decommissioning 29 March 1946, at the Kaiser Shipyard No. 2, Richmond, Calif. Her name was struck from the Navy List 1 May 1946, and she was transferred to the Maritime Commission 10 September 1946. The ship was subsequently sold to the Brazilian government, and renamed *Rijo*.

Gualala received one battle star for World War II service.

Guam

The largest island in the Marianas group.

(PG–43: dp. 350; l. 159′5″; b. 27′; dr. 5′3″; s. 14.5 k.; cpl. 59; a. 2 3″, 8 .30 cal. mg.)

Guam (PG–43) was launched 28 May 1927 by the Kiangnan Dock and Engineering Works, Shanghai, China; sponsored by Miss Louise Frances Bruce, and commissioned 28 December 1927, Lt. Comdr. S. G. Moore in command.

One of six new river gunboats built to replace old gunboats on the Yangtze for a year, *Guam* was then assigned to the South China patrol. She was reclassified PR–3 there on 15 June 1928; and, after a year, she returned to duty along the Yangtze. The China through which *Guam* sailed was racked by war from the day she commissioned—first, civil war as Communists battled Nationalists for control of the ancient nation; and then, total war as Japanese forces sought to win and control China and her vast resources. In such conditions, *Guam* several times proved her worth.

On Independence Day 4 July 1930, *Guam* sailed for Yochow and Chenglin to insure the safety of American missionaries and other foreigners in those two cities, then in Communist hands. As she neared Yochow, *Guam* was met by a hail of rifle fire from the shore. She returned the fire with her machine gun and three inch guns, making

USS *Guam* (PG–43)—launched in Shanghai 28 May 1927—patrolling on China Station in 1932

five runs past the city in all. One member of *Guam*'s crew was killed in the clash. *Guam* also evacuated American civilians from Wuhu to Hankow in December 1937 in front of approaching Japanese forces, and a year later served as station ship at Standard Vacuum Oil installations in Hankow to protect American lives and property while Chinese and Japanese armies clashed nearby.

As more and more of China fell into Japanese hands, *Guam* remained perilously on Yangtze patrol. By 1939 she was "escorted" by a Japanese warship wherever she went, and from her decks could be seen Japanese troop movements. *Guam* and her sister gunboats, remaining doggedly on station and conducting daily "Repel-Boarders" drills, were a reassuring sight for American civilians.

In January 1941 she was renamed *Wake*, as her former name was to be used for a new battle cruiser building in the States. On 25 November 1941 she was ordered to close the Navy installation at Hankow, distribute the 80-tons of supplies among American civilians remaining there, and sail to Shanghai. When *Wake* reached the China coast 30 November with her inevitable Japanese escort, she was stripped and her crew divided between *Luzon* and *Oahu*, two larger gunboats which then sailed for Manila. A skeleton crew of 10 reservists, under a Shanghai commercial pilot, remained on board to serve as a radio outlet for the handful of Marines and the Consular force left there. When the Japanese attack on Pearl Harbor sent America into the Pacific war a week later, Shanghai immediately fell to the enemy. After her reservist crew failed in their attempts to scuttle her, *Wake* was surrendered to the overwhelming Japanese force, the only U.S. ship to do so in the entire war.

II

(CB–2: dp. 27,000; l. 808'6"; b. 91'1"; dr. 32'4"; s. 31 k.; cpl. 2,251; a. 9 12", 12 5", 56 40mm., 34 20mm.; cl. *Alaska*)

The second *Guam* (CB–2) was launched 12 November 1943 by the New York Shipbuilding Corp., Camden, N.J.; sponsored by Mrs. George Johnson McMillan, wife of Captain McMillan, former governor of Guam; and commissioned 17 September 1944, Captain Leland P. Lovette in command.

After shakedown off Trinidad *Guam* departed Philadelphia 17 January 1945 and joined the Pacific Fleet at Pearl Harbor 8 February via the Canal Zone. Shortly thereafter *Guam* was visited by Secretary of the Navy Forrestal. Clearing Pearl Harbor 3 March *Guam* sailed into Ulithi 13 March where she joined forces with her sister ship *Alaska* and other fleet units to form another of Admiral Marc Mitscher's famed task groups.

Sortie was made from Ulithi next day and Admiral A. W. Radford's Task Force 58, one of the most powerful task forces in naval history, proceeded to vicinity of Kyushu and Shikoku, arriving the morning of 18 March. In her group sailed some of the most gallant ships ever to go in harm's way: carriers *Yorktown, Intrepid, Independence*, and *Langley;* battleships *Missouri* and *Wisconsin;* cruisers *Alaska, St. Louis, San Diego, Flint;* and 15 destroyers in the screen. *Guam*'s battle debut soon came. The fight began with five kamikaze attacks on the carriers. *Guam's* guns were directed at the raiders. During this first battle, the carriers *Enterprise* and *Intrepid*, both in *Guam's* force, were damaged but continued to operate.

Enterprise took a bomb hit near her island structure; a suicide plane crashed *Intrepid*'s flight deck aft and glanced off and plunged into the sea. Continued air attacks during the afternoon resulted in the destruction of four enemy planes by *Guam*'s group, one of which she splashed. The next afternoon *Guam* was despatched to escort damaged *Franklin* from the combat area. This lasted until 22 March.

After replenishing *Guam* rejoined Task Group 58.4 and departed for combat area in vicinity of Okinawa Gunto, Japan. On the night of 27 to 28 March 1945 Admiral F. S. Low's Cruiser Division 16 in *Guam* conducted bombardment of the airfield on Minami Daito. Then until 11 May *Guam* supported carrier operations off the Nansei Shoto.

After repairs and replenishment at Ulithi *Guam* again departed for the waters east of Okinawa, as a unit of Admiral Halsey's 3d Fleet, Task Group 38.4. Here she continued to support the carriers launching fighter sweeps over the Kyushu airfields. On 9 June *Guam*, *Alaska*, and five destroyers conducted a 90-minute bombardment of Okino Daito. Course was then set for Leyte Gulf, arriving San Pedro Bay 13 June after almost 3 months of continuous operations in support of the Okinawa campaign.

Guam now got a new assignment as flagship of Cruiser Task Force 95, composed of large cruisers *Guam* and *Alaska*, four light cruisers, and nine destroyers. This force steamed into the East China and Yellow Seas between 16 July and 7 August 1945 on a shipping raid. Direct results were few, but the fact that a surface sweep of Japan's home waters could be made without harm proved the overwhelming dominance and mobility of American sea power. *Guam*'s group retired to Okinawa 7 August.

A few days later *Guam* became the flagship of Rear Admiral Low's North China Force and circled the Yellow Sea parading American naval might before the major ports of Tsingtao, Port Arthur, and Darien. She then steamed into Jinsen, Korea, 8 September 1945 to guarantee occupation of that liberated country. Guam departed Jinsen 14 November and reached San Francisco 3 December landing a contingent of Army troops for discharge. Clearing San Francisco 5 December 1945, *Guam* arrived Bayonne, N.J., 17 December. She remained there and decommissioned 17 February 1947; *Guam* berthed with the New York Group, Atlantic Reserve Fleet until 1 June 1960 when her name was struck from the Navy List. She was sold for scrapping 24 May 1961 to the Boston Metals Co., Baltimore, Md.

Guam received two battle stars for World War II service.

III

(LPH–9: dp. 17,000 (f.); l. 592'; b. 84'; dr. 26'7" (f.); s. 20 k.; cpl. 528; a. 8 3", 24 large amphibious transport helo; cl. *Iwo Jima*.)

Guam (LPH–9) was laid down by the Philadelphia Naval Shipyard 15 November 1962; launched 22 August

USS *Guam* (CB–2) on 13 November 1944

1964; sponsored by Mrs. Vaughn H. Emory Green; and commissioned 16 January 1965, Captain N. E. Thurmon in command.

After fitting out and builder's trials, the new amphibious assault ship joined the Atlantic Fleet 21 April 1965 and sailed for Norfolk, her homeport. Arriving Hampton Roads the next day for training off the Virginia Capes, she departed Hampton Roads for underway training out of Guantanamo Bay, Cuba.

Guam returned to Norfolk 5 July for intensive amphibious training. She sailed from Hampton Roads 29 November to participate in amphibious and ASW exercises en route to the Caribbean. On 10 December *Guam* joined the Amphibious Ready Squadron in the Caribbean as flagship for Amphibious Squadron 12. There she operated at peak readiness to protect the peace and security of the Caribbean and Central America constantly threatened by Communist aggression and subversion.

From 16 to 28 February 1966, *Guam* patrolled south of the Dominican Republic ready to land forces on the volatile island of Hispanola if necessary. She conducted amphibious exercises until entering Philadelphia Naval Shipyard 1 June for post shakedown availability.

She departed Philadelphia 2 August and prepared for service as the primary recovery ship for the Gemini 11 space flight. On 18 September at 0959 EDT *Guam* recovered Astronauts Pete Conrad and Dick Gordon 710 miles east of Cape Kennedy. From 28 November to 12 December *Guam* participated in Exercise "Lantflex 66", and on the latter date became flagship of Amphibious Squadron 8 and Caribbean Amphibious Ready Group. She continued this duty into 1967 prepared to land troops at any point in the Caribbean where she might be needed to protect the freedom and integrity of the Americas.

Guantanamo

A former name retained.

(Str: dp. 7,930; l. 362'; b. 46'6"; dr. 20'7" s. 11 k.; cpl. 68; a. 1 5", 1 6-pdr.)

Guantanamo was built as *Registan* in 1910 by W. Gray & Co. of West Hartlepool, England; turned over to the Navy 25 February 1918 for use as a cargo transport; and commissioned 21 May 1918.

Gunpowder was *Guantanamo*'s main cargo as she plied from New York to St. Nazaire, gunpowder to support the Allied war effort about to reach its climax in Europe; she made three such trips in convoy between commissioning and 11 December 1918 when she returned to New York to prepare for demobilization. Decommissioned at New York 25 January 1919, *Guantanamo* was returned to her owners, New York & Cuba Mail Steam Ship Co. 4 February 1919.

USS *Guam* (LPH–9) on builders trials 3 February 1965

Guard

I

One who protects or defends.

(Ship: dp. 1,846; l. 160'; b. 38'; dr. 20'7'; cpl. 95; a. 4 8" D.r., 2 12-pdr. how.)

Guard, originally named *National Guard*, was renamed 2 June 1866; built by George D. Morgan, Portland, Conn., in 1857; purchased 6 July 1861, and commissioned 23 December 1862, Acting Master William Lee Hays in command.

From commissioning until she decommissioned in 1865, *Guard* served as supply ship for the West India Squadron based at Cape Haitien, Haiti. A routine trip to Key West for supplies in June 1865 turned into a voyage to Boston for quarantine and decommissioning when yellow fever broke out among the crew, leaving *Guard* with a sick list of over twenty.

Decommissioned at Boston 10 November 1865, *Guard* recommissioned 13 March 1866, Acting Master Lewis A. Brown in command; after a trip to Norfolk for supplies and minor repairs, she sailed for Cadiz, Spain, arriving there 16 August. For the next 3 years *Guard* served as supply ship for the European Fleet, carrying supplies and occasional passengers to such diverse ports as Lisbon, Cartagena, Majorca, Palermo, Gibraltar, Naples, Madeira, and Villa Franca, France. During this period she also made three voyages to New York carrying passengers and some invalids for hospitals there and returning with fresh supplies. *Guard* returned to New York 12 October 1869 and decommissioned 5 November.

Guard recommissioned 17 January 1870, Lt. Comdr. Edward P. Lull in command, to take part in the Darien Expedition; she sailed from New York 28 January, arriving in Caledonia Bay, off the Isthmus of Darien, 18 February. In company with *Nipsic* and *Nyack*, under the overall command of Comdr. Thomas O. Selfridge Jr., *Guard* conducted hydrographic surveys to determine what route, if any, would be best for a ship canal across the isthmus. The five routes explored during the 2 years she was on this special duty all proved impractical at the time, and the dream of an interocean canal went unfulfilled until the completion of the Panama Canal two generations later. *Guard's* duty in Central America was interrupted 12 August–3 October 1870 when she sailed from New York to Prince Edward Island and Nova Scotia with supplies. Leaving the Darien Expedition in June 1870, *Guard* returned to New York 22 July and decommissioned there 3 August.

On 1 February 1873 *Guard* again recommissioned, Comdr. Charles A. Babcock commanding, and sailed from New York 22 March with goods, exhibits, and construction materiel for the Vienna Exposition of 1873. She arrived at Trieste, then a part of Austro-Hungary, via Gibraltar and Brindisi 3 May; after discharging her cargo for the exposition, *Guard* remained there undergoing minor repairs. Many of the articles not disposed of at the exposition were then reloaded, as well as some European goods intended for the American Centennial Exposition in 1876, and *Guard* sailed for New York 31 December 1873, arriving there 14 April 1874 via Messina, Sicily, and Gibraltar. She decommissioned 27 April and remained laid up in ordinary until 1877.

Guard's final tour of duty began 18 August 1877 as she recommissioned at New York, Lt. Comdr. F. M. Green commanding. Her mission was to determine by means of the submarine cable the longitudes between Lisbon, Madeira, the Cape de Verde Islands, Pernambuco, and Buenos Aires. Sailing from New York 29 October, she reached Lisbon 30 November and remained there until 3 February 1878, when she sailed to Madeira and from there to the Cape de Verde Islands. Her next stop was Porto Grande, St. Vincente, where she delivered a shipment of astronomical equipment for the observatory there before sailing for Rio de Janeiro 20 April. Arriving there 1 June, *Guard* conducted further astronomical surveys off the Brazilian coast until, her work completed, she sailed for Portsmouth, N.H., arriving there via Norfolk 4 December. She decommissioned 15 December 1878 and was laid up in ordinary until 27 September 1883, when she was sold to C. A. Williams & Co. of New London, Conn.

II

(Str: dp. 52; l. 67'7"; b. 12'6"; dr. 6'3"; s. 9 k.; cpl. 4; a. none)

The second *Guard* was launched for the Coast Guard by the Mare Island Navy Yard 20 October 1913; sponsored by Miss Janet Crose; and commissioned by the Coast Guard 9 December 1913.

She served the Coast Guard on the West Coast, protecting shipping, preventing smuggling, and enforcing American neutrality laws. When the United States entered World War I, *Guard* was transferred to the Navy 6 April 1917 and served as a patrol boat along the West Coast. After the end of the War, *Guard* was returned to the Coast Guard 28 August 1919.

III

(YP–2384: t. 17; l. 48'8"; b. 10'0"; dr. 5'0"; s. 14 k.; cpl. 7; a. none)

Floyd Hurst (YP–2384), a wooden motor launch built by the Norfolk Navy Yard in 1902, was purchased by the Navy 27 February 1918 at Norfolk from T. C. Hurst of that city and immediately placed in service as a patrol and dispatch boat between the Washington Navy Yard and the naval base at Indian Head, Md. She continued this duty throughout her naval service and was renamed *Guard* 7 January 1921. *Guard* was sold to P. M. Anderson of Washington, D.C., 5 August 1921.

Guardfish

A voracious green and silvery fish with elongated pike-like body and long narrow jaws.

I

(SS–217: dp. 1,526; l. 311'9"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 60; a. 10 21" tt., 1 3"; cl. *Gato*)

The first *Guardfish*, a fleet submarine, was launched by the Electric Boat Co. of Groton, Conn., 20 January 1942, sponsored by Mrs. Edward J. Marquart. She commissioned at New London, Conn., 8 May 1942, Lt. Comdr. T. B. Klakring in command.

After conducting shakedown out of New London, *Guardfish* departed that base 28 June 1942 for Pearl Harbor via the Panama Canal, and arrived there 25 July to prepare for her first cruise. Her first war patrol was in the hitherto unpatrolled waters off northeast Honshu. *Guardfish* departed Pearl Harbor 6 August 1942, sank a trawler 22 August, and 24 August sank 3,114-ton cargo ship *Seikai Maru* off Kinkasan Harbor. Evading escort vessels, she proceeded up the coast and found a convoy 2 September. *Guardfish* attacked the next day, sinking 5,253-ton *Kaimei Maru* and 1,118-ton cargo ship *Tenyu Maru*. *Chita Maru*, a 2,376-ton freighter, retreated into the harbor and anchored, but a remarkable long-range shot from *Guardfish* left her resting in the mud. *Guardfish* returned to Midway from her spectacularly successful first patrol for refit 15 September 1942.

Guardfish departed Midway on her second war patrol 30 September and headed for the East China Sea. Surviving a violent attack by patrolling aircraft 19 October, *Guardfish* closed a seven-ship convoy 21 October, sinking a 4,000-ton freighter and 6,362-ton *Nichiho Maru* north of Formosa as the convoy scattered. After evading pursuing aircraft and surface ships, *Guardfish* returned to Pearl Harbor 28 November 1942. For her outstanding success on war patrols 1 and 2 *Guardfish* received a Presidential Unit Citation.

Moving her base of operations to the Truk area, *Guard-*

fish departed Pearl Harbor 2 January 1943 to patrol off the Japanese stronghold. She sank a Japanese patrol craft 12 January west of Kavieng, and a 1,300-ton cargo ship the next day. Attacked by destroyer *Hakaze* 23 January, *Guardfish* sent her to the bottom with a well-placed torpedo. Moving south toward Rabaul, she attacked a large convoy near Simpson Harbor, but was driven off by concentrated shore fire and escort attacks. *Guardfish* ended her third patrol by arriving at Brisbane, Australia, 15 February 1943.

Her fourth war patrol was conducted in the Bismarcks, Solomons, and New Guinea area, and *Guardfish* recorded no kills during this cruise, 9 March to 30 April 1943.

Departing Brisbane for the same waters 25 May 1943, *Guardfish* sank 201-ton freighter *Suzuya Maru* and damaged another before being forced down by aircraft 13 June. She picked up a surveying party on the west coast of Bougainville 14 July and returned to Brisbane for refit 2 August 1943.

Guardfish departed Brisbane for her sixth war patrol 24 August 1943, landing a reconnoitering party on Bougainville and then moving into cruising waters. She sank 5,460-ton *Kasha Maru* 8 October and subsequently spent 2 days as lifeguard ship during the air strikes on Rabaul. *Guardfish* embarked another reconnoitering party 19 October at Tulagi, landed them on Bougainville, and took vital soundings in Empress Augusta Bay before embarking the Marine party 28 October. These important missions were carrier out a scant 2 days before the American landings at Bougainville. *Guardfish* reached Brisbane, closing out her sixth patrol, 3 November 1943.

Turning to the shipping lanes between Truk and Guadalcanal, *Guardfish* began her seventh war patrol 27 December 1943, sinking 10,024-ton oiler *Kenyo Maru* 14 January 1944. She then closed Truk, and sank destroyer *Umikaze* 1 February during an attack on a convoy. After serving briefly as lifeguard ship off Truk she arrived at Pearl Harbor 18 February and from there returned to San Francisco for repairs 9 days later.

Guardfish again put to sea from San Francisco and arrived at Pearl Harbor 1 June. She then joined submarines *Thresher*, *Piranha*, and *Apogon* to form the famous coordinated attack group known as the "Mickey Finns," commanded by Captain W. V. O'Regan in *Guardfish*. The submarines patrolled the shipping lanes around Formosa with spectacular success, *Guardfish* sinking 5,863-ton auxiliary *Mantai Maru*, 2,838-ton cargo ship *Hizan Maru*, and 5,215-ton cargo ship *Jinsan Maru* southwest of Formosa 17 July. After damaging another freighter 18 July, *Guardfish* sank 5,872-ton *Teiryu Maru* the next day, barely escaping the attacks of her escort vessels. She arrived at Midway for refit 31 July 1944, and for her outstanding performance on the eighth patrol was awarded a second Presidential Unit Citation.

Putting to sea as a member of a wolfpack 23 August 1944, *Guardfish* and the other submarines, *Thresher* and *Sunfish*, had a 40 minute surface gun battle with sampans 2 September. On 25 September she attacked and sank 873-ton cargo ship *Miyakawa Maru* #2 in the Sea of Japan, her cruising ground for this patrol. *Guardfish* returned to Pearl Harbor 24 October 1944.

Guardfish departed 26 November for her 10th war patrol to cruise in the "Convoy College" area of the South China Sea, with a wolfpack. She recorded no sinkings during this cruise, but nearing Guam in the early morning darkness of 24 January she mistook *Extractor*, an American salvage ship, for an I class submarine and torpedoed her. *Guardfish* succeeded in rescuing all but 6 of her crew of 79 from the sea, and terminated her patrol at Guam 26 January 1945.

Guardfish's 11th war patrol was spent watching for enemy fleet units attempting to escape from the Inland Sea of Japan by way of Kii Suido. Departing Saipan on this duty 27 February, she found no ships but rescued two downed aviators 19 March before returning to Midway 11 April 1945.

Guardfish departed Midway 8 May 1945 on her 12th and last war patrol, and was assigned lifeguard station for the ever-increasing air attacks on the Japanese mainland. She sank a small trawler with gunfire 16 June, and arrived back at Pearl Harbor 26 June 1945.

The veteran submarine served with the training command after her return to Hawaii, helping to train surface ships in the newest antisubmarine warfare tactics until 25 August 1945. She then sailed for the United States, transiting the Panama Canal 12 September and arriving at New Orleans 16 September. *Guardfish* arrived at New London 6 November and decommissioned there 25 May 1946.

Guardfish remained inactive until 18 June 1948, when she was placed "in service" for duty as a Naval Reserve Training Ship at New London. Declared in excess of Navy needs, her name was struck from the Navy List 1 June 1960. Appropriately, this ship, one of the most successful of World War II submarines, performed her last service as a target ship for a new submarine torpedo. *Dogfish* and *Blenny* sank her with the newly developed torpedoes off New London 10 October 1961.

Guardfish earned 11 battle stars for her World War II service. Her first, second, third, fifth, sixth, seventh, eighth, ninth, and eleventh war patrols were designated successful.

II

(SS(N)–612: dp. 3,770; l. 279′; b. 32′; dr. 29′; s. 16 k.; cpl. 99; a. 4 21″ tt.; cl. *Thresher*)

The second *Guardfish* (SS(N)–612) was laid down by New York Shipbuilding Corp., Camden, N.J., 28 February 1961; launched 15 May 1965; sponsored by Mrs. Kenneth E. Belieu, wife of Assistant Secretary of Navy; and commissioned 20 December 1966, Comdr. G. H. Hines in command.

At present *Guardfish* is undergoing tests and shakedown. Once completed, she will join the Pacific Fleet to become yet another link in the Navy's ever expanding underwater deterrent force. In addition to her primary mission of seeking out, attacking, and destroying all types of enemy ships, she can conduct long-range reconnaissance and surveillance patrols and can carry out extensive ASW operations. Her high-speed, deep-running, far-ranging mobility and her deadly array of modern armament and ASW equipment make her an important part of the Navy's continuing task of "keeping the peace" over the vast reaches of global waters.

Guardian

One who guards or protects.

(YAGR–1: dp. 10,160(f); l. 441′6″; b. 56′11″; dr. 24′; s. 11 k.; cl. *Guardian*)

Guardian (YAGR–1) was launched as Liberty Ship *James Squires* 8 May 1945 by J. A. Jones Construction Co., Inc., Panama City, Fla.; sponsored by Mrs. Elisa Broome; and delivered 31 May to Waterman Steamship Co. The ship served until 5 October 1945, when she was placed in the National Defense Reserve Fleet, James River, Va. Taken out of reserve in 1954, she was renamed *Guardian*, converted at Charleston Navy Yard, and commissioned YAGR–1 at Norfolk 1 February 1955, Lt. Comdr. Robert E. Euliss in command.

The first ocean radar station ship put into service by the Navy, *Guardian* conducted shakedown in Roosevelt Roads, P.R., and surrounding waters, reporting to Newport, R.I., her home port, 2 June 1955. Equipped with highly sensitive radar gear to enable her to detect, track, and report any aircraft penetrating the continental United States, *Guardian* is attached to the Eastern Continental Air Defense Command. She and her sister ships spend 3 or 4 weeks at a time off the East Coast on radar picket duty, even in the heaviest winter weather in the North Atlantic. In addition to radar picket duty, *Guardian* has participated in ASW exercises with both American and Canadian naval units and in local operations out of New-

port and Key West. Her designation was changed to AGR–1 28 September 1958, and the ship at present remains as a vital part of our Nation's Atlantic defenses.

PT–809 (*q.v.*) was under the Potomac River Naval Command in November 1959 as a Civil Defense boat and as escort to the Presidential Yacht *Barbara Ann*, later *Honey Fitz*. The name *Guardian* was assigned to her at the request of Captain Aurand, Naval Aide to President Eisenhower, but her official designation remains PT–809.

Guardoqui

The name *Gardoqui* (*q.v.*), carried in the U.S. Navy by a Spanish gunboat captured during the Spanish-American War, was erroneously spelled *Guardoqui* when assigned to IX–218.

(IX–218: dp. 15,655; l. 510'6"; b. 68'; s. 10 k.; cpl. 70)

Guardoqui (IX–218), ex-*E. T. Bedford*, was built in 1921 by the Federal Ship Building Co., Kearny, N.J.; acquired from the WSA and commissioned at Pearl Harbor 23 June 1945, Lt. Harold L. Tysinger in command.

A tanker originally intended for use as Mobile Floating Storage, *Guardoqui* departed Pearl Harbor for Eniwetok 27 July 1945. Reaching her destination 12 August, she discharged her cargo of fuel and lube oil to Navy and merchant ships for almost a month. *Guardoqui* departed Eniwetok 7 September and put in at Tokyo 21 September to discharge more lube and fuel oil.

Departing Tokyo 7 November, she transited the Panama Canal via Pearl Harbor 28 December and came to anchor off Mobile, Ala., 6 January 1946. *Guardoqui* decommissioned at Mobile 13 February 1946 and was returned to the WSA. Her name was struck from the Navy List 12 April 1946 and she was sold to her previous owner, E. T. Bedford, 28 January 1947.

Guavina

A fish which may reach a length of 2 feet indigenous to the West Indies and the Atlantic coasts of Central America and Mexico.

(SS–362: dp. 1,810; l. 311'9"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 80; a. 1 5", 10 21" tt.; cl. *Balao*)

Guavina (SS–362) was launched by the Manitowoc Shipbuilding Co., Manitowoc, Wis., 29 August 1943; sponsored by Miss Marie Roen; and commissioned 23 December 1943, Lt. Comdr. Carl Tiedeman in command.

After shakedown, *Guavina* was towed down the Mississippi in floating drydock by tug *Minnesota*, reaching New Orleans 24 January 1944. She underwent training exercises at New Orleans and at Balboa, C.Z., before reaching Pearl Harbor 5 April to prepare for her first was patrol. *Guavina* sailed 6 April 1944, on her first offensive cruise. On 22 April she sank by gunfire two trawlers loaded with lumber and cargo and 3 days later torpedoed a large maru. Her first big kill came 26 April when she sent torpedoes into two of the merchant ships in a seven-ship convoy. One of them, *Noshiro Maru*, sank almost immediately after three tremendous explosions. The second maru also exploded, although persistent depth charging prevented *Guavina* from staying around to observe the sinking. After standing lifeguard duty off Wake during air strikes 21–26 May, the submarine returned to Majuro Atoll 28 May. Her aggressive first patrol forecast even greater service for the nation.

On her second war patrol (20 June–31 July) *Guavina* sailed from Majuro to Brisbane, Australia, sinking 1 ship and rescuing 12 downed aviators. At 1324 on 3 July she picked up an obviously important ship with four escorts, and trailed her to get in attack position. Finally at 0348 the next morning *Guavina* fired four torpedoes, three of which hit and set off a tremendous explosion. The sub spent the next 3 hours running silent and deep to avoid a total of 18 depth charges and 8 aerial bombs, surfacing at 0643 to observe the wreckage of *Tama Maru*. While on lifeguard duty off Yap 2 to 21 July, *Guavina* picked up a total of 12 downed B–25 pilots, and then headed for Brisbane via Seeadler Harbor, Admiralty Islands.

Guavina's third war patrol (16 August–29 September) took her along the Philippine coast off Mindanao. On 31 August she opened fire on two small coastwise steamers, chasing them almost onto the beach before finally destroying them. Then, after a period of lifeguard duty, on 15 September *Guavina* sighted a large ship, later revealed to be a transport at anchor. Closing for the kill she loosed a salvo of three torpedoes. Only one hit, so she fired three more, scoring twice. Although the target was enveloped in fire and smoke, it still did not sink; so *Guavina* administered the final fatal blow with a spread of two torpedoes which totally disintegrated the target.

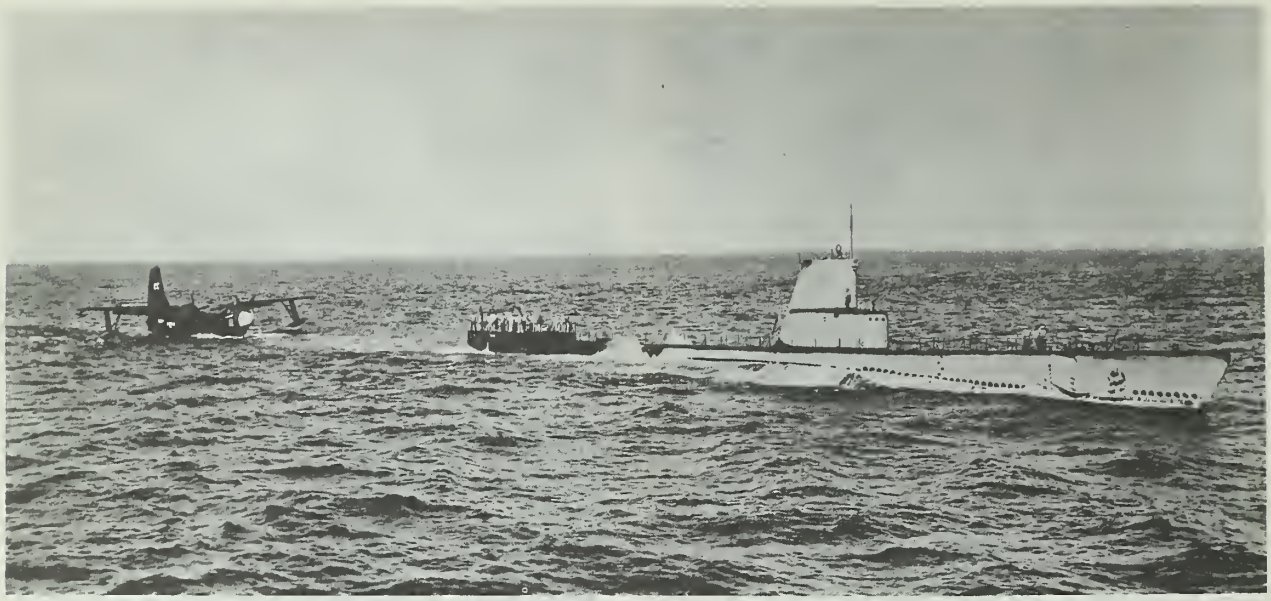
Departing Brisbane 27 October, *Guavina* headed to the South China Sea for her fourth war patrol. A night surface attack 15 November netted her a large maru; one torpedo hit caused a violent explosion, as the maru apparently was carrying aviation gasoline; a second fish sent through the fiery waters finished her. Tanker *Dowa Maru* fell victim to *Guavina* 22 November, and a second tanker anchored nearby met the same fate the following day. During the final month she searched for additional victims. Then finding unfavorable attack conditions, she sailed for port, making Brisbane 27 December.

Working first with *Pampanito* and then with *Becuna* and *Blenny*, *Guavina* spent her fifth war patrol (23 January–5 March 1945) again in the South China Sea. The value of the coordinated attack group was quickly proved as on 6 February *Guavina* was directed in for the kill by *Pampanito* and sank the 6,892-ton tanker *Taigyo Maru*. To avoid the subsequent depth charging, *Guavina* pulled the unusual maneuver of lying on the bottom near the stern of her recent victim. She returned *Pampanito's* favor the following day by providing a diversion in the form of four flares from her "Buck Rogers" gun as her sister sub maneuvered for a successful shot. *Guavina* sank another tanker, the 8,673-ton *Eiyo Maru*, 20 February, and suffered one of the severest depth chargings of the war. With no room to run, she lay on the bottom at 130 feet while Japanese escorts and planes dropped a total of 98 depth charges and bombs during the next 7 hours. Battered but undaunted, she sailed to the Fiji Islands, arriving 5 March for a badly needed refit.

On her sixth war patrol (21 March–8 May) *Guavina* worked in coordination with *Rock*, *Cobia*, and *Blenny* in the South China Sea. A lack of targets resulted in her returning empty-handed, but she did rescue five B–25 crew members 28 March before returning to Pearl Harbor 8 May. With six successful war patrols behind her she proceeded to the West Coast for overhaul. She departed San Francisco for Pearl Harbor 6 August, but with the end of the war returned to the States. *Guavina* then put in at Mare Island and was placed in commission, in reserve.

From March 1949, *Guavina* underwent extensive overhaul and modification for conversion to a submarine oiler at Mare Island, and was even equipped with a snorkel. *Guavina* recommissioned in the active fleet as SSO–362 1 February 1950 at Mare Island. After operations along the West Coast, she sailed to Norfolk via Balboa and San Juan 24 July to 25 August. Further operations out of Norfolk were followed by overhaul at Philadelphia and on 29 January 1951, *Guavina* reported to Key West, her new homeport.

Operating out of Key West, *Guavina* cruised to the Caribbean and up the East Coast to Nova Scotia to test the concepts of fueling seaplanes and other submarines, although most of her work was in the Gulf of Mexico and the Straits of Florida. After overhaul at Philadelphia 18 April to 26 July 1952, *Guavina* was redesignated AGSS–362. Two more years of operations along the East Coast and in the Gulf were followed by a second extensive



USS *Guavina* (AOSS–362) fueling a P5M Patrol Seaplane in the open sea in 1955

overhaul at Philadelphia. To aid refueling, *Guavina* gained a large, raised platform over the after torpedo room, which was soon dubbed the "flight deck."

And a flight deck it soon became as in January 1956 *Guavina* began testing the concept of mobile support of seaplanes from a submarine oiler. After an initial 2-week trial period, *Guavina* and a variety of seaplanes carried out refueling development for most of 1956. Sailing from Charleston 18 September, the submarine headed for the Mediterranean. After her 2-month deployment there with the 6th Fleet and Patrol Squadron 56, *Guavina* returned to Key West 1 December, then put into Charleston for overhaul.

Emerging from overhaul 12 July 1957 with the new designation (AOSS–362), *Guavina* resumed her established pattern of testing various applications of submarine oiler and seaplane refueling concepts, operating principally in the Caribbean. Ranging along the coast from New London to Bermuda, she also engaged in antisubmarine exercises and other peacetime training missions. *Guavina* sailed into the Charleston Navy Yard 4 January 1959, and decommissioned there 27 March, going into reserve. She served as a training ship for reservists in the 5th Naval District until struck from the Navy List 30 June 1967 and used as a target for the Atlantic Fleet.

Guavina received five battle stars for World War II service.

Gudgeon

A species of small fresh-water minnow.

I

(SS–211: dp. 1,475; l. 307′; b. 27′3″; dr. 13′3″; s. 20 k.; cpl. 85; a. 1 3″, 10 21″ tt.; cl. *Tambor*)

Gudgeon was launched by the Mare Island Navy Yard 25 January 1941; sponsored by Mrs. William S. Pye; and commissioned 21 April 1941 at Mare Island, Lt. Comdr. Elton W. Grenfell in command.

After shakedown along the California coast, *Gudgeon* sailed north 28 August, heading for Alaska via Seattle. On her northern jaunt the new submarine inspected Sitka, Kodiak, and Dutch Harbor for suitability as naval bases. Continuing to Hawaii, she moored at the Pearl Harbor submarine base 10 October. Training exercises and local operations filled *Gudgeon*'s time for the next 2 months. When the Japanese struck at Pearl Harbor 7 December, she was at Lahaina Roads on special exercises, but returned to base immediately.

America's Pacific Fleet had been seriously damaged by the sneak attack on Pearl Harbor but powerful strength remained as *Gudgeon* and her fellow submarine soon offered convincing proof. On 11 December *Gudgeon*, in company with *Plunger*, sailed from Pearl Harbor on her, and America's, first submarine offensive patrol of World War II. When she returned some 51 days later, *Gudgeon* had contributed two more impressive "firsts" to the Pacific submarine fleet. She was the first American submarine to patrol along the Japanese coast itself, as her area took her off Kyushu in the home islands. And on 27 January 1942 *Gudgeon* became the first U.S. Navy submarine to sink an enemy warship in World War II, submarine *I–173*. The Japanese submarine had just returned from a patrol which took her well into American waters off the coast of California and Washington.

On her second war patrol, 22 February to 15 April 1942, *Gudgeon* scored kills on two unknown marus, both freighters, 26 and 27 March. She then checked into drydock for overhaul, but undocked 3 weeks early and readied for sea in a remarkable 40 hours to participate in the momentous Battle of Midway. Departing Pearl Harbor 18 May, *Gudgeon* took station off Midway as part of the submarine screen which encircled the two giant fleets clashing there. Although she had a ringside seat for the action, which saw Japan handed its first naval defeat in 350 years, *Gudgeon* was prevented from offensive action by the confusion of battle and the possibility of mistaken identity. She returned to Pearl Harbor 14 June.

Departing for her fourth patrol 11 July, *Gudgeon* sank 4,858-ton *Naniwa Maru* in a night submerged attack 3 August, her only kill of the patrol. An aggressive attack on a four-ship convoy 17 August seriously damaged two marus before the patrol ended at Fremantle, Australia, 2 September. Now a part of the Southwestern Pacific submarine forces, *Gudgeon* sank 8,783-ton *Choko Maru* 21 October during her fifth war patrol, 8 October to 1 December, and carried out a daring attack on a seven-ship convoy 11 November, torpedoing several ships but sinking none. The submarine's sixth war patrol (27 December 1942–18 February 1943) was unsuccessful in terms of ships sunk, but she carried out two special missions. On 14 January 1943 *Gudgeon* successfully landed six men on Mindanao, Philippines, to carry out the vital

guerrilla resistance movement there. Returning from her patrol area, *Gudgeon* was diverted to Timor Island 9 February, and the following day rescued 28 men—Australian, English, Portugese, and Filipino—for passage to Fremantle.

Gudgeon's seventh war patrol (13 March–6 April) netted her two more Japanese ships before she ran out of torpedoes and had to return to Australia. On 22 March she sank 5,434-ton *Meigen Maru* as well as seriously damaging two other ships in the convoy. Five days later *Gudgeon* took on 9,997-ton tanker *Toko Maru* in a night surface attack punctuated by bursts of gunfire as the Japanese ships spotted and fired on the submarine. It took five torpedoes to sink *Toko Maru*, and most of *Gudgeon*'s crew enjoyed the rare treat of watching her slide into the depths.

On her eighth war patrol, conducted as she sailed from Australia to Pearl Harbor 15 April to 25 May 1943, *Gudgeon* chalked up three more kills. Her first came 28 April as she sank *Kamakura Maru*, a former ocean liner. The 17,526-ton transport was the largest Japanese transport, and one of the largest enemy ships sunk by an American submarine. Special operations interrupted *Gudgeon*'s patrol as she landed six trained guerrilla fighters and 3 tons of equipment for the guerrilla movement on Panay 30 April. After sinking a small trawler, *Noko Maru*, with her deck guns 4 May, *Gudgeon* battle-surfaced again that same day and left a coastal steamer burning and settling. Eight days later, 12 May, she torpedoed and sank freighter *Sumatra Maru*. Returning to Pearl Harbor, the veteran submarine was sent to San Francisco for badly needed overhaul, her first since commissioning 2 years earlier.

A refreshed sub and crew departed Pearl Harbor for their ninth war patrol 1 September 1943. Before returning to Midway 6 October with all torpedoes expended, *Gudgeon* had sunk *Taiau Maru* and seriously damaged several others. Heading along the China coast for her 10th war patrol (31 October–11 December), *Gudgeon* chalked up two more marus. Early in the morning of 23 November she spotted a convoy of four ships and closed for attack. *Gudgeon* fired a spread of six torpedoes with gratifying results. Frigate, *Wakamiya*, hit by one of the deadly "tin fish" broke in two, sinking almost immediately. A tanker and a freighter were also hit but managed to escape. *Gudgeon* closed in to administer the kill to transport *Nekka Maru*.

Several attacks but no kills highlighted *Gudgeon*'s 11th war patrol. On 2 February 1944, she sighted a damaged carrier with two escorts. *Gudgeon* closed for attack, but the escorts spotted her in the glassy smooth sea and attacked. A down-the-throat shot with four torpedoes temporarily discouraged the destroyers and allowed *Gudgeon* to seek deep water and safety, but when she surfaced the Japanese men-of-war were gone. Later in the same patrol *Gudgeon* was forced to try another down-the-throat shot at an enemy escort, but no hits. She returned to Pearl Harbor 5 March 1944.

Gudgeon sailed for her 12th war patrol 4 April 1944. The battle-tested submarine stopped off at Johnston Island 7 April, and was never seen or heard from again. On 7 June 1944, *Gudgeon* was officially declared overdue and presumed lost. Captured Japanese records shed no light on the manner of her loss, and it must remain one of the mysteries of the silent sea.

During her 3-year career, *Gudgeon* earned herself a proud place in the Pacific submarine fleet. Her total tonnage sunk, 71,047, placed her 15th on the honor roll of American submarines, and she had accounted for a total of 12 confirmed kills.

For her first seven war patrols *Gudgeon* received the coveted Presidential Unit Citation. She earned 11 battle stars for World War II service.

II

(SS–567: dp. 1,560; l. 269'2"; b. 27'2"; dr. 17'; s. 15.5 k; cpl. 83; a. 8 21" tt.; cl. *Tang*)

The second *Gudgeon*, was launched by the Portsmouth Naval Shipyard, Portsmouth, N.H., 11 June 1952; sponsored by Mrs. Robert A. Bonin, widow of the first *Gudgeon*'s last commanding officer; and commissioned 21 November 1952, Comdr. Robert M. Carroll in command.

After builders' trials, *Gudgeon* sailed for Pearl Harbor, where she joined SubRon 1, SubDiv 1, 18 July 1953. Local operations and training exercises continued until 11 April 1954, when *Gudgeon* sailed to the mainland for ASW exercises along the Washington coast. A Mare Island overhaul occupied the remainder of the year, and *Gudgeon* returned to Pearl Harbor 9 March 1955. She sailed 21 July 1955, for the first of five WestPac tours, visiting Yokosuka, Formosa, Hong Kong, Manila, and Guam before returning to Pearl Harbor 30 January 1956. Local operations out of the Hawaiian port, overhaul, special secret operations, and a second trip to the West Coast took *Gudgeon* through the next 18 months.

Sailing from Pearl Harbor 8 July 1957, *Gudgeon* began a history-making cruise around the world, making the Pacific Fleet Submarine Force's flagship the first American submarine to circumnavigate the globe. After exercises at Yokosuka, *Gudgeon* sailed west 26 August 1957. As she made her way around the world for the next 6 months, the submarine docked at Asian, African and European ports before a triumphal entry into Pearl Harbor 21 February 1958, 8 months and 25,000 miles since taking departure.

After extensive overhaul, *Gudgeon* again settled into the peacetime local and special operations, training exercises, and ASW activities. Three WestPac cruises, in 1959, 1961, and 1963, took her to Japan for exercises with the 7th Fleet as well as to Subic Bay and Hong Kong for liberty. The alternate years, 1960 and 1962, saw *Gudgeon* heading back to the mainland, where she trained and exercised along the Washington and California coasts.

Gudgeon returned from the Far East to Pearl Harbor 1 August 1963, and for the next 2 years operated in Hawaiian waters. She departed Pearl Harbor 29 November and arrived San Francisco 9 December for overhaul at Mare Island. The ship was cut in half and an 18 foot section was added during a conversion which gave the submarine new and larger engines as well as much other improved modern equipment. Modernization was completed in April 1967 and *Gudgeon* returned to duty in the Pacific Fleet.

Guerriere

The name of a fast 49-gun British frigate captured and destroyed in a half-hour battle by U.S. frigate *Constitution* 19 August 1812. This celebrated victory fired the nation with fresh confidence and courage at the outset of the War of 1812.

(Fr: t. 1,508; l. 175'; b. 45'6"; dph. 14'6"; cpl. 400; a. 33 24-pdrs., 20 42-pdrs.)

The first *Guerriere* was the first frigate built in the United States since 1801. She launched in the Philadelphia Navy Yard 20 June 1814. After fitting out, she became the flagship of a squadron assembled at New York under Captain Stephen Decatur. She sailed from New York 20 May 1815 to lead the squadron in terminating piratical acts against American merchant commerce by Algiers and other Barbary States.

On 17 June 1815, off the Algerian coast, famed frigate *Constellation* drove the 44-gun frigate *Meshuda* under the guns of Decatur's flagship, *Guerriere*. With two broadsides, the American frigate drove below all who were not killed or disabled on *Meshuda's* decks. The flagship of the Algerian Fleet, *Meshuda* surrendered. Among her fatalities was Algiers' ranking naval officer. Two days later *Guerriere* led the squadron in driving the 22-gun Algerian brig *Estedio* ashore.

Guerriere arrived at Algiers 28 June 1815, ready to act with her squadron for the capture of every Algerian ship that entered port unless the Dey ratified the terms of a peace treaty sent him by Decatur. The treaty was nego-

tiated on board *Guerriere* 30 June 1815, ending the payment of tribute Algiers and exacting full payment for injuries to American commerce.

Guerriere next led the squadron in a show of force that resulted in a peace settlement with Tunis 13 July 1815 and with Tripoli 9 August 1815. Having enforced the peace in less than 6 weeks from time of sailing from the United States, she combined with the entire naval force assembled at Gibraltar under Commodore William Bainbridge. The 18 warships, including ship-of-the-line *Independence*, 5 frigates, 2 sloops-of-war, 7 brigs, and 3 schooners, was the largest fleet ever collected under the American flag in the Mediterranean to that time. It marked the beginning of a permanent naval fleet in the Mediterranean which has evolved into the powerful 6th Fleet of today. Then, as today, the fleet was a mighty factor for keeping the peace and strengthening the international diplomacy of the nation.

Guerriere returned to New York 12 November 1815 and was laid up in the Boston Navy Yard for repairs 4 March 1816. She recommissioned under Captain Thomas Macdonough 22 April 1818 for fitting out. On 24 July 1818 she put to sea, carrying the American Minister to Russia to his new post. After calls at Gibraltar, Cowes and Copenhagen, she debarked the American Minister and his family at Cronstadt, Russia, 17 September 1818. She then cruised throughout the Mediterranean until 26 July 1819 when she departed Leghorn for Norfolk, Va., arriving 4 October 1819. She remained and was placed in ordinary there 8 November 1820. For the next 7 years she served as a schoolship in the Norfolk Navy Yard, training classes of midshipmen before the permanent establishment of a naval academy.

Guerriere terminated her schoolship duties late in November 1828 when she was ordered to fit out as the flagship of a U.S. Navy squadron destined for duty in the Pacific. She sailed 13 February 1829, landing passengers at Rio de Janeiro before rounding Cape Horn for Callao, Peru. In the following two years she watched over American commerce, including the whaling fleet, along the western seaboard of South America and westward to the Hawaiian Islands. She departed Callao 8 September 1831 and arrived in Norfolk 29 November 1831. *Guerriere* decommissioned 19 December 1831 and remained in ordinary at the Norfolk Navy Yard until broken up in 1841.

II

(ScSlp: l. 319'3"; b. 46'; dr. 17'11"; s. 13 k.; a. 2 100-pdrs., 1 60-pdr., 4 20 pdr., 6 9")

The second *Guerriere* launched 9 Sep 1865 in the Boston Navy Yard and commissioned 21 May 1867, Comdr. Thomas Corbin, in command. She sailed from New York 28 June 1867 to serve as flagship of the South Atlantic Squadron protecting American commerce and interests along the coast of South America. She was relieved as flagship by *Lancaster* 17 June 1869 and sailed from Rio de Janeiro the 25th for the New York Navy Yard where she decommissioned 29 July 1869.

Guerriere recommissioned at New York 10 August 1870. At Portsmouth, N.H., 27 September, she received the body of the late Admiral David G. Farragut for transport to New York. The following day she went fast aground on Great Point, Nantucket Shoales and transferred Admiral Farragut's remains to merchant steamer *Island Home*. She got afloat 1 October 1870 and continued to New York the following day.

Guerriere departed New York 17 December 1870 for Lisbon, thence past Gibraltar for cruising with the Mediterranean Squadron. On 7 April 1871 she was host to the Bashaw of Tripoli, who inspected the ship and presented *Guerriere*'s captain with the anchor of the frigate *Philadelphia*. This anchor had laid on the beach for more than half a century after the destruction of the frigate in Tripoli Harbor by Captain Stephen Decatur in "the most bold and daring act of the age." From Tripoli the sloop cruised to the ports of Egypt, Lebanon, Italy and France. On 1 December 1871 she stood out of Villefranche with the remains of Major General Anderson, which were transferred to Army authorities off Fort Monroe, Va., 6 February 1872. She remained at Norfolk until 10 March, then sailed for the New York Navy Yard where she decommissioned 22 March 1872. She was laid up in ordinary there until 12 December 1872 when she was sold to D. Buchler of New York.

Guest

Commodore John Guest was born in Missouri 7 March 1822; appointed Midshipman 16 December 1837; served in frigate *Congress* during the Mexican War; and, protected foreign residents from Chinese Imperial forces at Shanghai in April 1854. He commanded *Owasco* and *Sangamon* in the Civil War, passing the forts for the capture of New Orleans and engaging Confederate batteries in the seige of Vicksburg. He also took part in the capture of the forts at Galveston, Tex., and the capture of Fort Fisher, N. C. Commodore Guest died 12 January 1879.

(DD–472: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 35.5 k.; cpl. 329; a. 5 5" .38 cal., 2 40mm., 11 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Guest was launched 27 September 1941 by the Boston Naval Shipyard; sponsored by Mrs. Ann Guest Walsh, granddaughter of Commodore John Guest; commissioned 15 December 1942, Comdr. Henry Crommelin in command.

After shakedown training at Guantanamo Bay, *Guest* made a cruise to Trinidad with aircraft carrier *Independence* (CVL–22). This was followed by a convoy escort voyage from New York to Casablanca and return to Boston (28 April–31 May 1943). She departed Boston 20 July for brief training in Hawaiian waters, then joined the 3d Fleet 28 August at Efate, New Hebrides Islands. After an offensive sweep to the Santa Cruz Islands and several escort missions to Noumea, New Caledonia, she departed Efate 28 October for invasion of Bougainville. She guarded transports during the initial landings 1 November assisting in shooting down two enemy bombers. In the following months she escorted troop and logistic convoys from Guadalcanal to Cape Torokina, twice driving off bombers and torpedo planes which attacked her convoy. She silenced Japanese coastal defense guns at Motupene Point, Bougainville, 4 December 1943, and bombarded the Saba River area 25 January 1944.

Guest protected transports landing the marine raiders on Green Island 31 January 1944. As the raiders reembarked the next morning, she made two depth charge attacks for tremendous explosions on a diving submarine. *Hudson* (DD–475) followed up this attack to complete the kill of 1,400-ton Japanese submarine *I–171*. *Guest* again screened transports during invasion of Green Islands 15 February 1944. She bombarded Kavieng, New Ireland 25 February, and, the Sanba River area on Bougainville 17 March. She rescued the crew of *PT–283* on the latter date. Her 5-inch gunfire destroyed the grounded Japanese freighter *Meisyo Maru* 30 April to the east of Nemto Island. After amphibious assault training in the New Hebrides, she departed Roi, Marshall Islands, 10 June 1944 for the invasion and capture of the Marianas Islands.

Guest poured gunfire ahead of troops landing on Saipan 15 June 1944, then helped repel four massive air raids against Admiral Mitscher's Fast Carrier Task Force in the Battle of the Philippine Sea. She also conducted pre-invasion bombardment of Guam and gave direct gunfire support to the landings there 21 July 1944. She remained on bombardment support and patrol stations until 9 August, then sailed for amphibious warfare exercises in the Solomons.

Guest departed Purvis Bay, Solomon Islands, 6 September 1944. A unit of Rear Admiral Oldendorf's Western Fire Support Group, she bombarded Anguar in the Palau Islands 12 September 1944. The following day she rescued 7 officers and 45 men of destroyer *Perry* who hit a mine and sank off Anguar. She departed the area

25 September and entered San Francisco Bay 25 October 1944 for overhaul. This was followed by training in Hawaiian waters until 27 January 1945 when she departed with a task group bound via the Marianas for Iwo Jima. Her 5-inch guns blasted that island during the initial invasion 19 February 1945. She continued gunfire support until 28 February when she sailed to join the screen of escort carriers in San Pedro Bay, Philippine Islands.

Guest departed San Pedro Bay 27 March to guard escort carriers giving direct support to the invasion of Okinawa. Detached 9 May, she was assigned to antiaircraft defense station in the Okinawa western transport area. The night of 25 May a suicide plane glanced off her mast and crashed alongside to starboard without causing damage. She remained on antiaircraft defense station until 1 July 1945. She was then routed via Ulithi and the Marshalls in the screen of escort carriers bound to Adak, Alaska, thence to Ominato, Japan. After plane guard duty with carriers along the coast of Honshu, she returned via Adak to the Puget Sound Naval Shipyard 15 November 1945. She decommissioned at San Diego 4 June 1946 and remained in reserve until transferred 5 June 1959 on loan to the government of Brazil. She serves the Brazilian Navy as *Para* (D–27).

Guest received eight battle stars for service in World War II.

Guffey, J. M., see *J. M. Guffey*

Guide

One who leads or directs another.

I

(AMc–83: dp. 195; l. 97'1"; b. 22'; dr. 9'; s. 10 k.; cpl. 17; a. 2 mg.; cl. *Accentor.*)

The first *Guide* (AMc–83) was launched 20 September 1941 by the Camden Shipbuilding & Marine Railway Co., Camden, Maine; sponsored by Mrs. Cary Bok, Jr.; and commissioned 17 March 1942, Lt. (j.g.) Alvin Hero in command.

Guide trained from the Mine Warfare School at Yorktown, Va., until 17 April 1942 when she sailed to alternately sweep the main shipping channels leading out of Key West, New Orleans, and Mobile, Ala. She periodically made brief visits to Pensacola for special sweeping duties. Her homeport changed from Mobile to Naval Station, Burrwood, La., in July 1944. She continued sweeping the approaches to New Orleans and Mobile until July 1945. She then served the Mine Countermeasures Station at Panama City, Fla., for the remainder of her career.

Guide was placed out of service 12 June 1946 and her name was struck from the Navy List 3 July. She was sold to a private purchaser 11 April 1947.

II

(MSO–447: dp. 665; l. 173'; b. 35'; dr. 11'; s. 12 k.; cpl. 75; a. 1 40mm.; cl. *Agile*)

The second *Guide* (MSO–447) was launched 17 April 1954 by the Seattle Shipbuilding & Drydocking Corp., Seattle, Wash.; sponsored by Miss Ann L. Larson; and commissioned 15 March 1955, Lt. John E. Lowell in command. Her hull classification changed from AM–447 to MSO–447 on 7 February 1955.

Guide spent the first year of her career in coastwise operations off California. This duty included surveys for the Navy Hydrographic Office in the San Diego-Long Beach area and in San Francisco Bay approaches. She departed Long Beach 1 October 1956 and arrived in Yokosuka 31 October for minesweeping exercises that took her off the coast of Korea, the Marianas Islands, and along the coast of Japan. She returned to Long Beach 15 April for 2 years of training along the western seaboard. On 2 April 1959 she again deployed for the Far East, expanding duties to include joint mine exercises with the naval forces of Japan, Korea and Nationalist China.

Guide returned to Long Beach from her second Asian tour 15 October 1959 and resumed operations along the California seaboard for the next 2 years. On 1 May 1961 she sailed on her third tour of duty with the 7th Fleet, arriving in Yokosuka, Japan, 29 May 1961. Following amphibious and other mine warfare exercises to the coasts of Korea and the Philippines, she returned to Long Beach 14 November. The next 16 months were filled with mine countermeasure and minesweeping training that took her as far north as Seattle and Esquimalt, British Columbia.

Guide was again underway for the Far East 5 April 1963, touching Midway and the Marianas on her way to Japan. She again swept to the shores of Taiwan, Korea, and the Philippines before returning to Long Beach 5 November 1963. Coastwise training occupied her until 5 April 1965 when she sailed for Guam, Marianas Islands, arriving 3 May 1965.

Guide underwent a 3-week upkeep period at Guam. She arrived off the coast of Vietnam 1 June to begin the first of three periods of "Market Time" anti-infiltration patrols to deny movement of war supplies to the Viet Cong. Her first patrol terminated 31 June. Subsequent patrols were carried out 25 July–12 August 1965 and 18 September–5 October 1965. Following a liberty call at Hong Kong, she paid a 2-day visit to Iloilo City, Panay, Republic of the Philippines. She opened for general visiting 25–28 October and contributed books and food to assist in America's people-to-people program of international friendship.

Guide joined in combined mine warfare exercises with units of the Philippine Navy before setting course for the Marshalls, Hawaii, and back to Long Beach, arriving 14 December 1965. The minesweeper operated along the West Coast throughout 1966 and sailed for the Far East early in 1967. On 1 March she was off the coast of Vietnam laboring to keep clear the shipping lanes which supply Allied fighters in that war-torn land. She continued to perform this vital duty past mid-year, reaffirming her right to the proud name *Guide.*

Guide, see *Viking* (ARS–1)

Guide, see *Andradite* (PYc–11)

Guilford

A county in North Carolina.

(APA–112: dp. 11,760; l. 492'; b. 69'6"; dr. 26'6"; s. 18.4 k.; a. 2 5"; cl. *Bayfield*)

Guilford (APA–112) was launched by the Ingalls Shipbuilding Corp., Pascagoula, Miss., 14 July 1944; sponsored by Mrs. Thomas Lowry Bailey, wife of the Governor of the State; converted to an attack transport by Waterman Steamship Corp., Mobile, Ala.; and commissioned there 14 May 1945, Captain E. R. Gardner in command.

After shakedown in the Gulf of Mexico, *Guilford* sailed for Newport, R.I. Arriving 22 June 1945, she served as a training ship for precommissioning crews until 30 July. *Guilford* then took on board cargo and troops at Norfolk and sailed for the Pacific via San Diego. After off-loading troops at Iwo Jima and in the Japanese home islands, *Guilford* was attached to Operation "Magic Carpet" 18 October. In two round trips from San Diego to Guam, Saipan, Okinawa, and Japan, she transported over 5,000 veterans back to the States for discharge as well as carrying out troops for the occupation of Japan. Returning to San Diego 6 March 1946 from her final Pacific voyage, *Guilford* embarked passengers for the East Coast and sailed for Norfolk via the Panama Canal 15 March.

Guilford reached Norfolk 31 March and decommissioned there 29 May 1946. She returned to the Maritime Commission 31 May 1946. She subsequently was sold in

May 1947 to Pope and Talbot Lines, and was renamed *P & T Navigator*. In 1963 she was resold to American Foreign Steamship Co. and renamed *American Oriole*.

Guinevere

A former name retained.

I

(SP–512: dp. 499; l. 197'6"; b. 32'6"; d. 17'; s. 10 k.; cpl. 75; a. 4 3")

Guinevere (SP–512) was built by George Lawley & Sons, Boston, Mass., in 1908 and acquired from her owner, Edgar Palmer of New York, 10 June 1917. She commissioned 20 July 1917, Lt. Guy Davis in command.

Sailing from the Newport Coaling Station 1 August 1917, *Guinevere* reached Brest, France, 29 August, after stops at St. Johns, Newfoundland, and the Azores. From there she patrolled the French coast and escorted convoys to Quiberon, Ushant, Lorient, and St. Nazaire. *Guinevere* ran aground and was wrecked off the French coast 26 January 1918, with no loss of life; the wreck was purchased by Societe Americaine de Sauvetage 30 June 1919.

II

(IX–67: dp. 503; l. 195'; b. 32' 6"; dr. 15')

Guinevere (IX–67), an auxiliary schooner, was built by George Lawley & Sons, Neponset, Mass., in 1921, and acquired from her owner, Edgar Palmer of New York, 24 March 1942. She commissioned 16 June 1942 at Brooklyn, Lt. Henry H. Anderson in command.

After brief shakedown, *Guinevere* performed harbor patrol at Boston, escorted newly formed convoys out to sea, and periodically sailed to patrol off the coast of Greenland. She decommissioned 2 August 1945 and her name was struct from the Navy List 13 August. She was transferred to the Maritime Commission for sale into private ownership 25 April 1946.

Guitarro

A ray of the guitar-fish family.

(SS–363: dp. 1,526; l. 311'9"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 60; a. 1 3", 10 21" tt.; cl. *Balao*)

Guitarro (SS–363) was launched 26 September 1943 by Manitowoc Shipbuilding Co. of Manitowoc, Wis.; sponsored by Mrs. Ross T. McIntire, wife of the Chief of the Bureau of Medicine and Surgery; and commissioned at Manitowoc 26 January 1944, Lt. Comdr. E. D. Haskins in command.

Guitarro departed Manitowoc for Chicago 13 February, and there she was place in a floating drydock. Steamer *Minnesota* towed the drydock to New Orleans, arriving 22 February, and there *Guitarro* prepared for sea. Steaming from New Orleans 1 March, she operated out of Balboa, Canal Zone, for several weeks and departed for Pearl Harbor 2 April 1944.

Arriving at Pearl Harbor 17 April, *Guitarro* prepared for her first war patrol off Formosa. She got underway on this duty 7 May 1944. On the night of 30 May the submarine encountered heavily escorted cargo vessel *Shisen Maru*, and scoring two hits sent her to the bottom. She evaded counter-attacks by the screen ships and headed south for rendezvous with a wolf pack of four submarines under the command of Comdr. F. W. Fenno. On the night of 2 June *Guitarro* made a moonlight periscope approach and fired two torpedoes at frigate *Awaji*, sinking her immediately. The submarine was then forced down to avoid depth charge, torpedo, and aircraft attacks. She returned to Darwin, Australia, 19 June, and 2 days later sailed for Fremantle, arriving 27 June 1944.

Departing on her second war patrol 21 July 1944, *Guitarro* set course for the South China Sea off the west coast of Luzon. She commenced her approach to the lead escorts of a large convoy 7 August and after missing the first target scored three hits on frigate *Kusakaki*, blowing off her bow and sinking her in a spectacular explosion. The remainder of the convoy escaped as *Guitarro* eluded the determined attacks of an escort destroyer. She surfaced the next day to sink a small coastal vessel with her deck gun, and then steamed toward Cape Bolinao, where she was to rendezvous with *Raton* the next day.

Guitarro detected a convoy along the coastline 10 August, maneuvered from beachside, and fired four torpedoes. Tanker *Shinei Maru* exploded and burned furiously as *Guitarro* dived to avoid depth charges. The submarine suffered considerable outside damage but no serious injury, and she departed for the vicinity of Cape Calavite with *Raton*. While submerged the morning of 21 August *Guitarro* heard a distant depth charge attack, and soon sighted the smoke of a convoy. Hampered by an unfavorable current and a radically maneuvering convoy, she was unable to mount an attack on two tankers; but a cargo ship turned into her and received four torpedoes. Passenger-cargo ship *Uga Maru* was sunk, and *Guitarro* escaped amid a violent depth charge attack. The versatile submarine, finding the water too shallow for a torpedo attack, surfaced 27 August to engage three coastal tankers with her deck gun and succeeded in sinking *Nanshin Maru*. To other tankers were damaged but managed to escape into shoal water. *Guitarro* returned to Fremantle to complete her patrol 8 September 1944.

In company with *Bream*, *Guitarro* departed Fremantle 8 October 1944 for her third war patrol in Philippine waters. As the epochal Battle for Leyte Gulf developed, *Guitarro* played an important role. She sighted the Japanese Central Force under Admiral Kurita on the night of 23 and 24 October and tracked the ships through Mindoro Strait, unable to close for an attack. Her contact reports on the force were vital to the success of the ensuing engagements, which by 26 October virtually eliminated the remaining Japanese naval forces in the Pacific.

Guitarro, *Bream*, and *Raton* rendezvoused 30 October and the three boats attacked a convoy off Cape Bolinao that night. Unable to score any hits until the next day, *Guitarro* managed to work her way inside the screen and fire no less than nine torpedoes at 0847. She observed one cargo ship break in half and was rocked by a tremendous explosion from another direct hit on an ammunition ship. *Guitarro* was driven down 50 feet by the force of the explosion, prompting Comdr. Haskins to report: "The Commanding Officer never wishes to hit an ammunition ship any closer than that one." She teamed up with *Bream* and *Ray* 4 November to sink passenger-cargo ship *Kagu Maru*. After *Bream*'s initial attack, *Guitarro* added four hits before diving to avoid escort vessels.

Remaining off western Luzon, *Guitarro* and her wolf pack next encountered cruiser *Kumano* in convoy. Damaged in the Battle off Samar, the cruiser had repaired at Manila and was en route to Japan when the submarines struck. *Guitarro* fired nine torpedoes and gained three hits, but failed to sink the cruiser. Pounded by torpedoes from the other boats, *Kumano* was finally stopped, towed ashore by one of her sisters, and eventually finished off by carrier aircraft 25 November 1944. *Guitarro*, meanwhile, had returned to Fremantle 16 November. For her outstanding performance on her first three patrols, the submarine was awarded the Navy Unit Commendation.

Guitarro departed Fremantle 11 December 1944 on her fourth war patrol, transiting Lombok Strait 17 December to patrol the South China Sea. After putting in at Mios Woendi 17 January 1945 for repairs, she made an attack with undetermined results on a convoy off Cape Batagan. Finding targets scarce, she returned to Fremantle 15 March.

The hard-working submarine again put out to sea 9 April on her fifth war patrol, and was unsuccessfully attacked by aircraft and a patrol boat in Lombok Strait.

She then made her way to the northeast coast of Sumatra, where she engaged in a new mission, the laying of mines, off Berhala Island. After an uneventful patrol astride the shipping lanes between Borneo and Singapore, *Guitarro* anchored off Saipan 27 May 1945. Next day she departed for Pearl Harbor, where she arrived 8 June.

Arriving at San Francisco 18 June 1945, *Guitarro* decommissioned at Mare Island 6 December and was placed in reserve. The veteran submarine recommissioned 6 February 1952, and after overhaul at San Diego engaged in a series of training exercises off the coast until 10 September 1953. She again decommissioned 22 September 1953 and underwent conversion to snorkel equipment at Mare Island Shipyard. *Guitarro* subsequently recommissioned 15 May 1954 and commenced the training of Turkish sailors prior to transfer to Turkey under the Military Defense Assistance Program. *Guitarro* decommissioned and was loaned to Turkey 7 August 1954 where she now serves as *Prevese* (S–22).

Guitarro was awarded four battle stars and a Navy Unit Commendation for her service in World War II. Her first, second, third, and fifth war patrols were designated successful.

Gulf Dawn, see *Big Horn* (AO–45)

Gulf Spray, see *YO–142*

Gulf Stream, see *YM–20*

Gulfport

(AK–5: dp. 3,800; l. 267'4"; b. 37'2"; dr. 18'; s. 7.5 k.; cpl. 52; a. 1 4" 50 cal., 1 6-pdr.)

I

Gulfport, formerly SS *Locksun,* ex-*Andrec Rickmers,* was built at Bremerhaven, Germany, in 1902 by Rickmers Atkien Ges. and was owned by the North German Lloyd SS Co. In Pearl Harbor when the United States entered World War I, she was seized by Government orders and converted to a cargo transport at the Honolulu Navy Yard. She commissioned 1 September 1917 at Honolulu, Lt. Comdr. P. F. Johnson, USNR, in command.

In company with four submarines, *Gulfport* sailed from Hawaii on 30 October 1917, reaching New York 28 January 1918 via San Diego, Corinto, Nicaragua, Balboa, Key West, and Norfolk. At New York she discharged her cargo, primarily pineapple, and was attached to the Naval Overseas Transportation Service.

Until she decommissioned in 1922, *Gulfport* served as a cargo ship linking New York and Charleston with various Caribbean ports, particularly Guantanamo, Cuba; St. Thomas, Virgin Islands; Port-au-Prince, Haiti; and Santo Domingo; Dominican Republic. During this period she made a total of 23 round trips to the West Indies, carrying oil and other necessary supplies to American troops based there and frequently returning with a cargo of sugar from the islands. *Gulfport* was detached from NOTS on 10 October 1919 and placed under the military jurisdiction of the Commandant, 6th Naval District, Charleston, for duty in the West Indies Freight Service.

Gulfport completed her last voyage to the Caribbean on 25 November 1921 as she returned to New York; there she decommissioned 3 March 1922 at the Brooklyn Navy Yard and was sold to Moore & McCormack Inc. of New York on 25 July 1922.

II

A city in Mississippi.

(PF–20: dp. 1,264; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma*)

Gulfport (PF–20), a frigate, was launched 21 August 1943 by the American Shipbuilding Co., Cleveland, Ohio; sponsored by Mrs. John C. Chambers; and commissioned at Gulfport, Miss., 16 September 1944, Comdr. G. A. Knudsen, USCG, in command.

Gulfport underwent shakedown at Bermuda, B.W.I., and then returned to Norfolk for training 2 December 1944. The frigate was soon active as a convoy escort, however, departing with her first convoy from Norfolk to Oran, Algeria, 18 December. She continued on this vital duty between Algeria and the United States until VE day.

Scheduled for conversion to a weather ship, *Gulfport* entered New York Navy Yard 5 July 1945. Upon completion, she was assigned to the Pacific Fleet, sailing via the Panama Canal and Pearl Harbor to her new home port of Adak, Alaska, where she arrived 16 September 1945. *Gulfport* performed weather duties so singularly important in the movements of both ships and aircraft in the Pacific area until decommissioning 28 May 1946 at Seattle. Her name was struck from the Navy List 19 June 1946 and she was sold to Zidell Ship Dismantling Co. for scrap 13 November 1947 at Seattle.

Gull

A long-winged, usually white, web-footed swimming bird having the lower mandible hooked.

I

(AM–74: dp. 410; l. 124'3"; b. 23'; dr. 10'8"; s. 9 k; a. 1 3")

Gull (AM–74), formerly trawler *Boston College,* was built by the Bath Iron Works, Bath, Maine, in 1928; acquired 30 August 1940; converted at the Boston Yards of the Bethlehem Steel Corp. 30 September 1940; and commissioned 3 December 1940, Lt. Comdr. Ernest L. Posey, USNR, in command.

Attached to the Inshore Patrol, *Gull* conducted minesweeping operations in Massachusetts Bay until 28 March 1941 when she sailed for Norfolk via Yorktown. Homeported at Norfolk 6 April–26 August 1941, she operated along the Atlantic coast as far north as Boston until sailing the latter date for Argentia, Newfoundland, where she put in 4 September. *Gull* continued her exacting duties as a minesweeper at Argentia until the summer of 1944, calling at Boston for repairs as needed. She decommissioned at Quincy, Mass., 25 July 1944. Stricken from the Navy List 22 August 1944, she was transferred to the Maritime Commission for disposal 15 May 1946.

II

(YMS–324: dp. 270; l. 136'; b. 25'; dr. 8'; s. 14 k; cpl. 34)

The second *Gull* (AMS–16) was launched as *YMS–324* by the Al Larson Boat Shop, Terminal Island, Calif., 14 October 1943; sponsored by Mrs. William Toman; and commissioned 28 February 1944, Lt. B. F. Silviera, USNR, in command.

After shakedown and minesweeping training, *YMS–324* sailed from San Pedro 20 June 1944 via Pearl Harbor and reached Guadalcanal 1 August to prepare for the coming invasion of Peleliu. She put in at Peleliu and swept her first enemy mine 14 September, the day before the famous 1st Marine Division stormed ashore, and for the next month continued minesweeping operations there and at Ulithi. Sailing from Ulithi 14 October for the attack on the Ngulu Islands, the ship swept mines under enemy fire without damage or casualities and subsequently continued her duties at Ulithi until departing 19 March 1945 for Okinawa. *YMS–324* aided in clearing the approaches to Okinawa, and remained in those waters until the fall of 1945, returning to San Pedro, Calif., 20 September 1945, 15 months to the day from the time she left.

Redesignated *Gull* (AMS–16) 18 February 1947, she returned to the western Pacific in the autumn of 1947, via Pearl Harbor, and conducted peacetime training until put-

ting in at Chinampo, Korea, 2 November 1950 to support United Nations forces by sweeping mines in those wintry waters. *Gull* remained off Chinampo for more than a month and through her untiring efforts the approaches to that port were cleared, allowing an evacuation accomplished without loss of life. For this hazardous duty *Gull* was awarded the Navy Unit Commendation.

On 1 August 1954 *Gull* was redesignated AMCU–46 and underwent conversion at Yokosuka, Japan. Redesignated again as MHC–46 on 7 February 1955, she returned to Long Beach, Calif., in May, 1955, and subsequently conducted peacetime training duty out of southern California ports until 14 January 1958. Decommissioned at San Diego that date, she was disposed of in March 1959.

Gull was awarded two battle stars for World War II service and nine battle stars and the Navy Unit Commendation for Korean service.

Gull was the name assigned to AM–399, to be built by the Defoe Shipbuilding Co., Bay City, Mich., in 1945. The contract was cancelled 16 May 1945.

Gum Tree

A gum-producing tree.

(YN–13: dp. 700; l. 151'8"; b. 30'6"; dr. 10'6"; s. 15 k.)

Gum Tree (YN–13) was launched 20 March 1941 by the Marietta Manufacturing Co., Point Pleasant, W. Va.; commissioned 16 September 1941, Algiers, La., Lt. George H. Burrows in command.

After shakedown in the Gulf of Mexico and Mississippi River, *Gum Tree* sailed for Newfoundland on 25 September 1941, reaching Argentia 25 January 1942 after touching at Key West, New York, Newport, Boston, and Halifax. She spent the following 17 months laying and tending nets off Newfoundland and then returned to the States for overhaul. Casco Bay, off Portland, Maine, was *Gum Tree's* home port for the remainder of the war as she tended harbor defenses there. Her designation was changed to AN–18 20 January 1944. In September 1945 the net-tender participated in some experimental net operations at Melville, R.I., and then was ordered to Orange, Tex., where she arrived 6 December 1945. *Gum Tree* decommissioned there 20 June 1946 and was struck from the Navy List 7 February 1947. She was transferred 27 February 1948 to the Maritime Commission at Lake Charles, La.

Gunason

Robert W. Gunason, born 26 November 1919 in Chicago, Ill., enlisted in the Naval Reserve as an apprentice seaman 24 August 1940 at Los Angeles. Following service in *Wichita* he was appointed Midshipman and sent to active duty training at the Midshipmen's School, Prairie State, N.Y. Promoted to Ensign 6 June 1941 and to Lieutenant (j.g.) 15 June 1942, Lt. Gunason was killed in action 9 August 1942 while serving in *Astoria*, during the Battle of Savo Island.

(DE–795: dp. 1,400; l. 306'; b. 37'; dr. 13'6"; s. 23.6 k.; cpl. 213; a. 3 3", 4 1.1", 8 20mm., 3 21" tt., 8 dcp., 1 dcp. (h.h.), 2 dct..; cl. *Buckley*.)

Gunason (DE–795) was launched 16 October 1943 by the Consolidated Steel Corp., Orange, Tex.; sponsored by Mrs. Mabel Meneley, the namesake's mother; and commissioned 1 February 1944, Comdr. H. G. White, USNR, commanding.

After shakedown *Gunason* sailed from Boston 6 April 1944 for the Caribbean, reaching Trinidad 4 days later, and began inter-island escort duties. Until June she made frequent escort voyages between Trinidad and Guantanamo Bay, Cuba, delivering her convoys safely. Departing Trinidad 2 June she rendezvoused at Barbados with a merchantman carrying one of the first loads of Barbadians to the United States to relieve the wartime farm labor shortage, and escorted the ship safely to Miami.

Subsequently, following repairs at Boston, *Gunason* reached Casco Bay, Maine, 25 June and joined sister destroyer escorts bound for Hampton Roads, where all arrived 2 July to form Task Force 61. *Gunason* served with this task force until early 1945, making three transatlantic escort voyages out of Hampton Roads to Bizerte, Plymouth, and Oran respectively from 4 July 1944–8 January 1945. Highlights of this exacting duty included shepherding a stricken slow tow convoy which had been attacked by U-boats. *Gunason* spent Christmas and New Year's standing by this convoy as it steamed into winter seas at 4 knots.

Gunason was soon to change her theater of operations. She sailed from Boston 27 January 1945 via the Panama Canal for the South Pacific, arriving Manus 4 March. A round trip escort voyage thence to Leyte in March set the pattern she was to follow for the next 3 months—escorting convoys entering and departing Philippine waters—supporting America's last giant thrusts in the Pacific. In June *Gunason* escorted troopships from Hollandia to Manila and after touching Ulithi put in at Manila again early in July.

The ship departed Subic Bay 26 July in company with three destroyer escorts and a flotilla of landing craft bound for Okinawa, arriving 9 days later. A pre-dawn air attack 5 August sent all ships off Hagushi Beach to General Quarters, but *Gunason* and her charges escaped damage. She returned to Leyte 8 August and following an escort voyage thence to Ulithi and return, got underway 30 August with one of the first Leyte-Tokyo convoys, a flotilla of LCI's that entered Tokyo Bay 7 September. *Gunason* sailed the next day for Manila, arriving 17 September, and remained in the Philippines until November. Duties included a trip to Batan Island with a War Crimes Investigating Detail in which facts, later brought forth in the Yamashita War Crimes Trial, were gleaned. A search mission for a downed plane and a training exercise with submarines in Subic Bay occupied *Gunason* until 26 November when she stood out of Subic Bay for the United States, arriving San Diego, Calif., 17 December 1945. She operated out of there until 10 February 1947 when she sailed for the Far East via Pearl Harbor and Guam. *Gunason* arrived Sasebo, Japan 10 March. She sailed 3 days later for patrol off the eastern coast of Korea. *Gunason* remained in this service, with calls at Tsingtao and Yokosuka, until 10 September 1947, when she departed for California.

Arriving San Diego 19 September, *Gunason* conducted coastal operations until 12 December 1947, when she entered Long Beach for inactivation. *Gunason* decommissioned 13 March 1948 and was placed in reserve at Mare Island. At present she is berthed at Stockton, Calif.

Gunboats, Unnamed

Commencing in the 1800's, contracts were let for a considerable number of ships to be designated "Gunboat" followed by a number. Data on these unnamed gunboats will be found in the volume of this series subtitled "Unnamed Ships and Craft of the United States Navy."

Gunnel

A blennoid fish of the north Atlantic ranging south as far as Cape Cod.

(SS–253: dp. 1,525; l. 311'9"; b. 27'3"; dr. 16'10"; s. 20 k; cpl. 80; a. 1 5", 10 21" tt.; cl. *Gato*.)

Gunnel (SS–253) was launched 17 May 1942 by the Electric Boat Co., Groton, Conn.; sponsored by Mrs. Ben Morell, wife of the Chief of the Bureau of Yards and Docks; and commissioned 20 August 1942, Lt. Comdr. J. S. McCain, Jr., in command.

Gunnel's first war patrol (19 October–7 December 1942) covered a passage from the United States to the United Kingdom, during which she participated in Oper-

ation "Torch," the Allied invasion of North Africa. One of six submarines assigned to Admiral Hewitt's Western Naval Task Force, *Gunnel* made reconnaissance runs off Fedhala 6 November 1942, 2 days before the invasion, and at D-day 8 November made infrared signals to guide the approaching fleet to the beachheads. Missions well accomplished, the submarine reached Rosneath, Scotland, 7 December to terminate her first patrol.

Following a major overhaul at Portsmouth, N.H., *Gunnel* steamed to the Pacific to conduct her second patrol (28 May–3 July 1943) in waters west of Kyushu Island in the East China Sea. Success crowned her efforts when cargo ship *Koyo Maru* was sunk 15 June—*Gunnel*'s first kill—and 4 days later when another cargo ship, *Tokiwa Maru*, was sent under.

After overhaul at Mare Island, Calif., the submarine accomplished a third war patrol (17 November 1943–7 January 1944) in homeland waters of Japan off Honshu. This, too, was successful; on 4 December *Gunnel* sent passenger-cargo ship *Hiyoshi Maru* to the bottom.

The fourth war patrol (5 February–6 April) took the boat from Midway to Fremantle and in the South China, Sulu, and Celebes Seas. Bad luck dogged *Gunnel* and she was forced to return to port having made no further kills. Her fifth and sixth patrols, (3 May–4 July) and (29 July–22 September 1944) found her again in the southern approaches of the Sunda Straits and cruising in the Sulu Sea-Manila area but failed to add sunken ships to *Gunnel*'s score. During her seventh patrol (21 October–28 December) in the South China and Sulu Seas, she sank the motor torpedo boat, *Sagi;* passenger-cargo ship, *Shunten Maru;* and torpedo boat, *Hiyodori.* On this same patrol *Gunnel* evacuated 11 naval aviators at Palawan 1 to 2 December after the fliers had been protected by friendly guerrilla forces for some 2 months. She conducted her eight patrol (13 June–24 July 1945) in the Bungo Suido area. She attacked an unescorted Japanese submarine 9 July. The great range and speed of the enemy, however, caused *Gunnel's* torpedoes to miss. She returned from the patrol after duty as a lifeguard ship for B–29's flying toward Japan on bombing missions.

Gunnel was refitting at Pearl Harbor and at war's end she was ordered to New London, Conn., where she decommissioned 18 May 1946. Her name was struck from the Navy List 1 September 1958 and was sold for scrapping in August 1959.

Gunnel received five battle stars for World War II service. Her first, second, third, and seventh war patrols were designated successful.

Gunnison River

A river in west-central Colorado.

LSMR–508 was named *Gunnison River* 1 October 1955; reclassified YV–3 in May 1960; and renamed *Targeteer* (*q.v.*) 26 May 1960.

Gunston Hall

Gunston Hall is a colonial estate in Fairfax County, Va., about 15 miles down the Potomac River from Alexandria and not far from Mount Vernon. Built between 1755 and 1758, it is a representative piece of Virginia's colonial architecture and has been designated a national shrine. Gunston Hall was the home of George Mason, one of Virginia's outstanding Revolutionary figures. In addition to serving in the Constitutional Convention, Mason was prominent in drafting the first constitution of Virginia and was the author of the Virginia Declaration of Rights, which served as the prototype for the Bill of Rights, the first 10 amendments to the Constitution of the United States.

(LSD–5: dp. 4,490; l. 457′9″; b. 72′2″; dr. 18′; s. 15 k.; a. 1 5″ 12 40mm.; cpl. 326; cl. *Ashland*)

Gunston Hall (LSD–5) originally designated APM–5, was launched 1 May 1943 by the Moore Drydock Co., Oakland, Calif., sponsored by Mrs. Harvey S. Haislip; and commissioned 10 November 1943, Comdr. D. E. Collins in command.

After intensive shakedown along the California coast, *Gunston Hall* prepared to sail for the Western Pacific, where she was to participate in every major operation from February 1944 to the end of the war, 18 months later. Loading 225 men from the 4th Marine Tank Battalion and 2 amphibious units, as well as 15 LVT's, 15 tanks, 17 CM's, and 15,000 gallons of gasoline, *Gunston Hall* departed San Diego 13 January 1944. On D-Day 1 February 1944 at Kwajalein Atoll, she stood offshore to unload her cargo as the Marines stormed the beaches on Roi and Namur Islands. *Gunston Hall* remained in the area to repair small craft until 6 February, when she reembarked for former passengers and equipment and sailed to Guadalcanal via Funa Futi. The pattern she set here held for her participation in eight further key invasion efforts in the Pacific as the Navy "Island-hopped" marines and Army troops ever closer to the Japanese home islands.

Through the rest of 1944, the versatile landing ship took part in the initial assualt invasions of Emirau Island 20 March, Hollandia 22 April, Guam 21 July, Pelelieu Island 15 September, and Leyte Island 20 October. The last assault culminated in the momentous Battle for Leyte Gulf, one of history's greatest naval engagements. While not actually involved in an invasion effort, *Gunston Hall* trained troops and shuttled supplies and men from the rear islands to the staging areas.

In 1945 *Gunston Hall* participated in the initial assault landings at Luzon 9 January, Iwo Jima 19 February, and Okinawa 1 April. After the first invasion waves went ashore at Okinawa—the Pacific's largest amphibious operation, involving over 1,200 ships and half a million men—*Gunston Hall* remained anchored at nearby Keraina Retto until 1 July to repair small craft. She was untouched by the enemy's fierce kamikaze attacks although she saw several other American ships hit and crippled.

Gunston Hall terminated her Pacific war duty 1 July 1945 as she sailed for a much needed overhaul reaching Portland, Oreg., 26 July via Guam, Eniwetok, and Pearl Harbor. After a period of shuttling small craft along the West Coast, she anchored at San Diego in mid-December to repair small craft. *Gunston Hall* returned to the Pacific in 1946 to participate in one of the most significant series of scientific tests of the era. Departing San Diego 17 April, she reached Bikini Atoll 5 May via Pearl Harbor for duties in connection with Operation "Crossroads," the famous series of atomic bomb tests. Departing Bikini 19 August, *Gunston Hall* returned to San Diego 3 October via Kwajalein and Pearl. *Gunston Hall* decommissioned 7 July 1947 at Terminal Island in San Francisco Bay.

Conversion to an Arctic LSD at Puget Sound Navy Shipyard, Seattle, gave *Gunston Hall* a reinforced hull and a greatly extended heating and ventilation system which would permit her to operate effectively in the Arctic. She recommissioned at Puget Sound 5 March 1949, and, after shakedown, sailed north to participate in Operation "MIKI" in the Arctic Circle and later returned for Operation "MICOWEX." Next training and development operations along the West Coast occupied her until the outbreak of war in Korea.

With elements of the 1st Marine Provisional Brigade embarked, *Gunston Hall* departed San Diego 1 July 1950 and reached Pusan, Korea, via Yokosuka 3 August. Disembarking the Marines, she took aboard 30 stretcher cases and returned to Osaka, Japan. On 10 September *Gunston Hall* sailed from Japan to participate in the brilliant amphibious operation at Inchon, Korea, 15 September. After the Marines had landed midway up the peninsula, threatening to cut the communist supply lines to their troops at the tip of the peninsula, *Gunston Hall* made several shuttle trips to bring reinforcements. As the Korean conflict settled into its long and bloody pattern of near stalemate, *Gunston Hall* continued to shuttle troops and supplies between Japan and Korea, occasionally also acting on fire support missions for coastal minesweepers. During an overhaul in the summer of 1952, she

was fitted with a helicopter landing and launching platform large enough to accommodate nine "whirly-birds," newest element in amphibious warfare.

When armistice ended the actual fighting in Korea, *Gunston Hall* sailed to Cheju Do, Korea, 4 September 1953. Remaining there until 22 September, she served in Operation "Big Switch," the exchange of prisoners of war. She then settled into a schedule of annual cruises in the Western Pacific, which took her from San Diego to various Asian ports, interspersed with Arctic resupply cruises.

Gunston Hall was part of one of the Navy's greatest postwar humanitarian efforts in 1955 as she joined TG–90 (Rear Admiral Lorenzo S. Sabin) at Saigon, South Vietnam, for Operations "Passage to Freedom." When the Geneva Accord of July 1954 divided the former French Indochina, over 800,000 North Vietnamese decided to cast their lot with the South rather than live under a Communist government. Since badly depleted French forces could not hope to effect the transfer of so many people, the U.S. Navy detailed nearly 100 ships to carry refugees and equipment from Haiphong to Saigon in a 9-month period. *Gunston Hall* made five coastal runs carrying heavy barges between 2 January and 26 February 1955. In all, the Navy evacuated 310,848 North Vietnamese as well as 68,757 tons of cargo and over 8,000 vehicles. Hard-pressed sailors feeding and clothing the ragged refugees were rewarded when many of the 184 children born during the Haiphong-Saigon passage were named after Navy vessels.

Gunston Hall's pattern of WesPac cruises and Arctic resupply missions was broken a second time in 1962. During the Cuban missile crisis, she embarked elements of the 5th Marine Expeditionary Brigade at San Diego and headed for the Caribbean, transiting the Panama Canal 5 November. As the Soviets withdrew their missiles and the crisis passed, *Gunston Hall* transited the Canal again returning San Diego 15 December.

The veteran LSD sailed for the western Pacific 26 March 1963. After operations which carried her to Japan, Okinawa, Korea, Hong Kong, and several Pacific islands, she returned to the West Coast 13 November. Following operations along the California coast, she departed San Diego 6 November 1964 for duty with the 7th Fleet. Arriving Subic Bay 30 November, she was under way again a week later for Vietnam to support the fight to thwart Communist aggression.

Relieved 8 January 1965 she headed for Hong Kong, en route to Japan, arriving Yokosuka on the 24th. She visited Korea and Okinawa before returning to the battle zone. She unloaded cargo at Da Nang through 18 February, then headed to Okinawa for more supplies. She continued this pattern of duty shuttling between Pacific ports and Vietnam until departing Yokosuka for home 6 June.

Reaching San Diego 22 June, she prepared to return to the Orient. Sailing 6 August, she visited Hawaii, Okinawa, and Japan before returning to the West Coast 7 October.

After operations out of San Diego, *Gunston Hall* again turned her prow toward the setting sun 16 May 1966. She reached Chu Lai, Vietnam, 27 May and debarked the 9th Marine Engineers before sailing for Subic Bay to resume shuttling between Vietnam and nearby friendly ports, bringing war materiel to the Allies. She participated in Exercises "Hilltop VII" and "Mudpuppy I" in the Philippines before loading three experimental Navy Patrol Air Cushion vehicles 15 December for transportation to San Diego. Back home early in January 1967, *Gunston Hall* prepared for future action.

Gunston Hall earned nine battle stars for World War II service and another nine battle stars during the Korean War.

Gurke

Henry Gurke was born 6 November 1922 at Neche, N. Dak. Enlisting in the Marine Corps 15 April 1942, he participated in the invasion and occupation of Pavuvu, Russell Islands. Private Gurke was killed during the battle for Bougainville 9 November 1943. He and another Marine were sharing a foxhole to defend a vital road when a Japanese grenade dropped directly in on them. Knowing that his companion manned an automatic weapon with greater fire power than his own and could thereby provide more effective resistance, Gurke thrust the other Marine aside and threw himself over the grenade to smother the explosion. For his gallantry above and beyond the call of duty, Private Gurke was posthumously awarded the Medal of Honor.

(DD–783: dp. 2,425; l. 390'6"; b. 40'11"; dr. 18'6"; s. 35 k.; cpl. 336; a. 6 5", 12 40mm., 10 20mm., 6 dcp., 2 dct., 10 21" tt; cpl. 336; cl. *Gearing*)

Gurke (DD–783) was launched 15 February 1945 by the Todd-Pacific Shipyards, Inc., Tacoma, Wash.; sponsored by Mrs. Julius Gurke, mother of Private Gurke; and commissioned 12 May 1945, Comdr. Kenneth Loveland in command.

After shakedown along the West Coast, *Gurke* sailed for the Western Pacific 27 August 1945, reaching Pearl

USS *Gunston Hall* (LSD–5) during December 1959

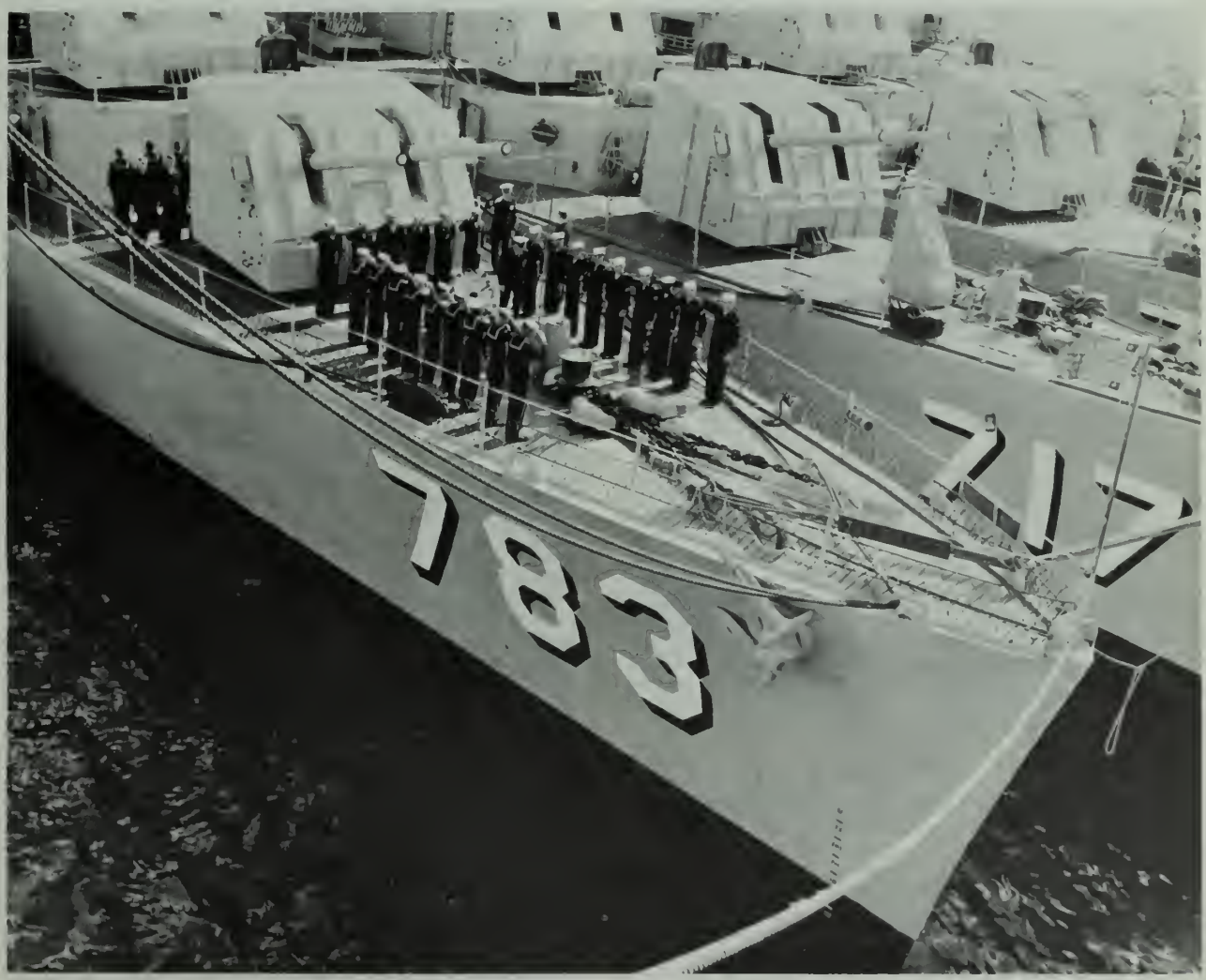
Harbor 2 September. From there she continued west to participate in the occupation of Japan and former Japanese possessions. Returning to her home port, San Diego, in February 1946, *Gurke* participated in training operations until 4 September 1947 when she sailed for another WesPac cruise. Two further WesPac cruises, alternating with operations out of San Diego and a cruise to Alaska in 1948 to aid in the celebration of the 50th anniversary of the Yukon gold rush, filled *Gurke*'s schedule until the outbreak of the Korean War.

Gurke departed San Diego 5 August 1950 and arrived at Yokosuka 19 August to screen fast carrier task forces off the west coast of Korea, 25 August–6 September. She shared with five other destroyers the award of the Navy Unit Commendation to Task Element 90.62 for extraordinary heroism in support of the landing at Inchon, 13–15 September 1950. Steaming up Flying Fish (So Sudo) Channel at flood tide the first day, *Gurke* bombarded Wolmi Do and the Inchon waterfront. Communist fire concentrated on three of the "sitting duck" destroyers, *Gurke* taking three hits that caused no casualties and only minor damage. The destroyer's 5-inch batteries opened in a prelanding shore bombardment 15 September 1950 until the first assault wave of Marines crossed the line of departure for Wolmi Do which was secured by high noon. Wolmi Do was no longer a dominating threat over approaches into Inchon by landing assault craft that would be borne in on the incoming afternoon tide. After this initial landing General of the Army Douglas MacArthur made visual signal: "The Navy and Marines have never shone more brightly than this morning."

After the Inchon landings, *Gurke* screened fast attack carriers launching powerful strikes against enemy positions and supply lines. She also patrolled the narrow Formosa Straits to prevent Chinese Communist invasion of Formosa and to insure that Formosa was not used as a base for military operations against the Chinese mainland. During the first year of war *Gurke* frequently served as flagship of Vice Admiral Struble and the 7th Fleet's Carrier Task Force 77.

Two interludes in the States for repairs and training interrupted *Gurke*'s Korean conflict service. But she continued, when deployed with the Seventh Fleet, to screen attack carriers and bombard enemy coastal supply routes and installations, once destroying a Communist train through accurate gunnery. She again drew fire from Communist shore batteries 25 June 1953, but escaped without serious damage from two direct hits and the shrapnel of five air bursts.

When the shooting stopped in Korea in August 1953, *Gurke* continued patrols in the Far East to help keep the peace. Six to eight month deployments to the Western Pacific were alternated with stateside overhauls and training in a full peacetime routine. During 17–18 June 1960,



USS *Gurke* (DD–783)—personnel inspection

she was a unit of the escort for cruiser *St. Paul* carrying President Eisenhower on a fast Manila-Taiwan cruise. She also participated in nose-cone recovery work as America's space effort rolled into high gear, facilitated by seapower.

In June 1962, *Gurke* participated in a series of nuclear tests off Christmas Island. She entered the Puget Sound Naval Shipyard 11 July 1963 for modernization overhaul, emerging 1 May 1964 with new equipment ranging from antisubmarine rocket launchers to the latest in air search radar and electronic detection devices. She arrived in her new home port of San Diego 15 May for fleet operations along the western seaboard until 21 October when she again sailed for the Far East. She arrived in Yokosuka and joined the 7th Fleet 16 November 1964 to begin her duties as a unit of Fast Carrier Task Force 77.

The first day of 1965 found *Gurke* with Task Group 77.7 in the South China Sea. Long hours were spent on station, plane-guarding for attack carriers *Ranger* (CVA–61) and *Hancock* (CVA–19). As the Vietnam conflict became "hot" in late January she served as one of the escorts for an amphibious task group in the vicinity of Da Nang, South Vietnam. Long stretches at sea with fast carriers were punctuated by liberty calls at Subic Bay and Hong Kong. On 20 April 1965 the destroyer sailed in company with *Ranger* (CVA–61) for return to San Diego, 7 May 1965. The remainder of the year was filled with a rapid succession of coastwise training exercises ranging north to Seattle, which continued until she sailed for the western Pacific 12 May 1966. After visiting Hawaii, Japan, and the Philippines, *Gurke* was stationed in the Gulf of Tonkin late in June for search and rescue duty. On 1 July three North Vietnamese PT boats were detected 11 miles away from *Gurke* and three sister destroyers and closing at high speed. Fighter aircraft from *Constellation* intercepted the raiders and sank all three within minutes. The destroyers picked up 19 survivors for questioning.

While in the Gulf of Tonkin, *Gurke* refueled helicopters by a new in-flight refueling process enabling them to rescue American pilots downed in hostile territory.

After a brief respite in Hong Kong, Formosa, and the Philippines in August, *Gurke* resumed duty in the Gulf of Tonkin in September and set a record in completing 113 in-flight refuelings. On this assignment she bombarded Viet Cong positions in the Mekong and Saigon River deltas. After being relieved early in the fall, the destroyer returned home, via Okinawa and Japan, arriving San Diego 16 November. In 1967, she operated along the West Coast and prepared for future action.

Gurke received seven battle stars for service in the Korean conflict.

Gurkha

A former name retained.

(SP–600: b. 13′; sp. 12 k.; a. 11 pdr.; 1 3-pdr.)

Gurkha was built in 1915 by Britt Brothers of West Lynn, Mass.; acquired from her owner, Willoughby H. Stuart of Boston on 21 April 1917; and commissioned 22 May. *Gurkha* served as a coastal and harbor patrol boat at Portland, Maine, until 25 June 1919 when she was transferred to the Coast Guard.

Gurnard

A trigloid fish having three free pectoral rays, a food fish of the genus *Trigla*. The striped gurnard inhabits the South Atlantic.

(SS–254: dp. 1,525; l. 311′9″; b. 27′2″; dr. 15′3″; s. 20.25 k.; cpl. 80; a. 1 3″, 10 21″ tt.; cl. *Gato*)

Gurnard was launched 1 June 1942 by the Electric Boat Co., Groton, Conn.; sponsored by Miss Suzanne Slingluff; and commissioned 18 September 1942, Lt. Comdr. C. H. Andrews in command.

Following shakedown out of New London, *Gurnard* sailed for Rosneath, Scotland, 2 November 1942 and reached that port 13 days later. Her first war patrol, 28 November to 27 December 1942, brought her to the Bay of Biscay where she lay off the Spanish coast awaiting German blockade runners bound for Spanish ports. The patrol was uneventful; no enemy ships were sighted and subsequently *Gurnard* returned to New London 9 February 1943 for repairs and alterations.

After reaching Pearl Harbor 26 May, the submarine got underway 12 June for her second war patrol. She patrolled off Toagel Mlungui Passage and on 29 June saw action for the first time, damaging two Japanese merchantmen and surviving 24 depth charges thrown by an enemy destroyer. Varied damage was inflicted on other ships in these waters before *Gurnard* made her first kill, sinking cargo ship *Taiko Maru* at 12–53 N., 131–49 E. on 11 June 1943. Having expended all torpedoes, the submarine returned via Midway to Pearl Harbor, arriving 26 July for refit.

Underway again 6 September, she sailed to the South China Sea to begin her third war patrol. A five-ship convoy was sighted near midnight 7 October and *Gurnard* began her stalk, closing at 0139 on 8 October and sending to the bottom cargo ship *Taian Maru* and passenger-cargo ship *Dainichi Maru* west of Luzon. This successful patrol terminated at Pearl Harbor 28 October.

One month later she sailed on her fourth patrol to prowl off the southeast coast of Honshu and soon found good hunting. A convoy was sighted 24 December and at 0710 *Gurnard* attacked. Two minutes later cargo ship *Seizan Maru No. 2* had broken in two and sunk; she was soon joined by cargo ship *Tofuku Maru*. Japanese destroyers attacked the submarine with over 80 depth charges without success; and after damaging another merchantman on 27 December *Gurnard* returned to Pearl Harbor 7 January 1944.

Following overhaul at San Francisco *Gurnard* departed Pearl Harbor 16 April on her fifth war patrol bound for the eastern Celebes Sea. On this patrol she chalked up one of the highest single-patrol tonnage scores of the Pacific war, attacking a convoy 6 May and sinking 6,886-ton cargo ship *Tenshinzan Maru*, 6,995-ton passenger-cargo vessel *Taijima Maru*, and 5,824-ton passenger-cargo ship *Aden Maru*. Nearly a hundred depth charges rained down around her but she eluded the hunters and escaped undamaged. This vital convoy carried 40,000 troops intended to oppose MacArthur in New Guinea, and the embarked units suffered losses of nearly 50 percent. *Gurnard*'s next kill occurred 24 May when several torpedoes sent under 10,090-ton tanker *Tatekawa Maru*. No further opportunities presented themselves; and *Gurnard* put in at Fremantle, Australia, 11 June 1944 with the completion of the patrol.

The submarine stood out on her sixth patrol 8 July for the Banda, Molucca, Celebes, Sulu, and Mindanao Seas. After topping off at Darwin she patrolled off the Peleng Straits and damaged one merchantman before returning to Fremantle 5 September.

Gurnard's seventh patrol commenced 9 October after refit and while cruising off Borneo she raised a five-ship enemy convoy. A successful attack was pressed home 3 November at the end of an 18-hour hunt and two torpedoes demolished cargo ship *Taimei Maru*. *Gurnard* returned to her Australian port 17 November after this victory.

The submarine's eighth and ninth patrols (11 December 1944–1 February 1945 and 10 March–9 May 1945) included reconnaissance off Camranh Bay and patrols with submarines *Hammerhead* and *Boarfish*, but hunting was poor and no ships were sunk. *Gurnard* finished her last patrol at Pearl Harbor 9 May and put in at Mare Island, Calif., 9 days later for a major overhaul. Following a round-trip voyage thence to Pearl Harbor and Midway, she returned to San Francisco 11 September 1945 and decommissioned there 27 November 1945.

Gurnard remained in reserve until 1 July 1949 when she reported to the San Francisco Naval Shipyard for

activation as an armory for naval reserve submarine training. Towed to Pearl Harbor 27 November to 9 December 1949, the submarine served there until returning under tow to Tacoma, Wash., 18 May 1953 to continue reserve training duties in that port until June 1960. She was then inactivated in preparation for disposal. Her name was struck from the Navy List 1 May 1961. She was sold for scrapping 26 September 1961 to the National Metal & Steel Corp., Terminal Island, Calif.

Gurnard received six battle stars and the Navy Unit Commendation for service in World War II. War patrols numbers two through seven were designated "successful".

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(SS(N)–662: dp. 3,800 (surf.) 4,600 (subm.); l. 292'3"; b. 31'8"; cpl. 107; a. 4 21" tt.; cl. *Sturgeon*)

The second *Gurnard* (SS(N)–662), a *Sturgeon*-Class nuclear submarine, was laid down 22 December 1964 by the San Francisco Bay Naval Shipyard, Vallejo, Calif.; launched 20 May 1967; sponsored by Mrs. George P. Miller; and completed in the fall of 1968. Once commissioned, she will become a key element in the underwater deterrent force of the Navy and will contribute vitally to the continuing task of "keeping the peace" over the vast reaches of global waters. Designed to attack and destroy all types of enemy ships, her ability to operate for long periods at great depths and at high submerged speed will make her a potent and effective challenge to enemy submarines. Operating under nuclear power, she will be able to conduct long-range reconnaissance patrols and surveillance missions without risking detection by surface ships. Moreover, she will be able to carry out extensive ASW operations, either alone or with other fleet submarines or with destroyer-type surface ships.

Gus W. Darnell, see *Justin* (IX–228)

Gustafson

Arthur Leonard Gustafson was born 13 June 1913 in Watertown, S. Dak. He graduated from the Naval Academy in 1932, serving in battleships *Idaho* and *Colorado* before reporting to destroyer *Peary* 4 September 1939. He perished in action against the enemy when *Peary* was sunk by Japanese bombers off Port Darwin, Australia, 19 February 1942.

(DE–182: dp. 1,240; l. 306'; b. 36'8"; dr. 8'9"; s. 21 k.; cpl. 186; a. 3 3", 2 40mm., 8 20mm.; 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Cannon*)

Gustafson (DE–182) was launched 3 October 1943 by the Federal Shipbuilding & Drydock Co., Newark, N.J.; sponsored by Mrs. Eva Smythe Stevens, widow of Lt. Gustafson; and commissioned 1 November 1943, Comdr. Herman Rich in command.

Following shakedown training, *Gustafson* escorted coastal convoys in waters ranging from New York to Galveston. On 20 February 1944 she departed New York in the screen of two escort carriers for duty with Admiral Jonas Ingram's 4th Fleet based at Recife, Brazil. This fleet kept down the German U-boat and raider menace in waters running south from Trinidad to the tip of South America, and across to the coast of Africa. On 14 April 1943, the destroyer put to sea in company with escort carrier *Solomons* to sweep the Atlantic Narrows. On the 23d, *Gustafson* made an unsuccessful hedgehog attack on a target that was probably German submarine *U–196*. Due south of St. Helena, 15 June 1943, aircraft launched by *Solomons* sank the German submarine *U–860*.

Gustafson continued antisubmarine patrol and convoy escort in the South Atlantic. Operating out of Recife and Bahia, Brazil, she helped cover coastal waters from the border of French Guiana down to Rio de Janeiro and across the Atlantic narrows more than halfway to the coast of Africa. On 22 November 1944, while escorting Navy transport *General M. C. Meigs* to a mid-way rendezvous in the Atlantic Narrows, she closed alongside cruiser *Omaha* to pass orders and the two ships collided. Both ships suffered damage but were able to complete the mid-ocean rendezvous escort mission. After temporary repairs at Bahia, *Gustafson* proceeded north to the New York Navy Yard, arriving 21 December 1944. During a swift overhaul she received additional armament and a new Combat Information Center.

Gustafson departed New York 22 January 1945 for antisubmarine warfare refresher training out of Key West, Fla. From there she proceeded in the escort of a slow convoy to Trinidad and ports of South America. She returned north in March and was stationed at Casco Bay as German Submarine *U–857* moved into the Gulf of Maine. The U-boat announced its presence 5 April 1945 by torpedoing the American tanker *Atlantic States*. Two Coast Guard frigates and two destroyer escorts, including *Gustafson*, were soon hunting for the enemy. *U–857* lay on the bottom, off Cape Cod, but was rooted out by *Gustafson* who destroyed the U-boat by repeated hedgehog attacks in the early hours of 7 April 1945.

Gustafson trained out of New London, Conn., with submarines until 18 May 1945 when she put to sea as a unit of the escort for a convoy bound to Oran, Algeria. She returned to Charleston, S.C., 13 June 1945 and thence to Guantanamo Bay, Cuba, for refresher training.

Gustafson departed Guantanamo Bay 24 July 1945 and transited the Panama Canal the 27th on her way to San Diego, Calif. She sailed for Hawaii 9 August and was on the high seas when hostilities ceased with Japan 15 August 1945. Her base Pearl Harbor, she served as a weather patrol ship north of Hawaii for the remainder of the year, thence via San Diego for return to the Atlantic seaboard. She transited the Panama Canal 27 January 1946 for inactivation at Green Cove Springs, Fla. She decommissioned there 26 June 1946.

Gustafson remained in reserve until 23 October 1950 when she was transferred to the Netherlands under terms of the Military Defense Program. She serve the Netherlands Navy as *Van Ewijk* (F–808) until scrapped early in 1967.

Gustafson received one battle star for World War II service.

Guthrie, see *James Guthrie*

Guyandot

A river in West Virginia.

(AOG–16: dp. 1,818; l. 255'; b. 44'; dr. 16'8")

Guyandot was built as *Vecdol II* in 1930 and acquired from her owners, Tidewater Oil, in March 1943; converted at Brewers Drydock, Staten Island, and renamed *Guyandot;* and commissioned 17 April 1943, Lt. Robert R. Crockett, USNR, in command.

Taking on a full load of fuel oil, she sailed for Bermuda on 1 May; from there she was taken in tow to Oran, where she arrived 26 May. From Oran she sailed to Bizerte, Tunisia, arriving there 8 June; although under frequent air attack *Guyandot* worked unceasingly shuttling oil through the wreck-laden channel. Sailing to Tunis on 27 June, *Guyandot* began fueling ships for the Sicilian invasion and, after the assault in late July, carried high octane fuel to the newly taken port of Palermo, again under heavy air attack.

Returning to Tunis 30 August, she began shuttling oil between that port and Bizerte and continued this duty until the Italian invasion was well under way. Arriving in Taranto, Italy, on 8 November, she performed yeoman work in carrying high octane aviation fuel from tankers to the shore. After a month in Palermo for drydock and overhaul, *Guyandot* returned to Taranto to take on gasoline and then sailed into the Adriatic for the port of Bari, arriving 8 February 1944. From Bari she shuttled oil north to Manfredonia to supply the 15th Air Force at

Foggia; this work continued until late March, when she struck an underwater obstacle in Bari and, after two trips with a wooden patch, had to put in for more lasting repairs at Bizerte.

Emerging from drydock 11 May, *Guyandot* spent a month carrying oil from Bizerte to Italy and then sailed again to Bari, arriving there 15 June 1944. From Bari she took high octane fuel to Manfredonia and Monopoli, carrying approximately 40 million gallons of gasoline for the forces moving up the Italian peninsula. An important break in her shuttle runs came from 2 to 14 November, when she carried a load of high octane to Piraeus (Port of Athens), Greece; the British had landed in Greece only in late October and *Guyandot* was the first American ship to dock in Piraeus since before the outbreak of war.

Back on the Bari-Manfredonia-Monopoli run, *Guyandot* continued shuttling oil until 9 December, when she sailed to Palermo for repairs and drydocking; on 7 January 1945, she crossed the Mediterranean to Bizerte. Decommissioned there 12 January, she was transferred to the French Navy as part of lend-lease. France returned the ship to the Navy on 21 March 1949 and on that same day formally purchased *Guyandot* for service under the name *Lac Noir*. Her name was struck from the Navy List 28 April 1949.

Guymon

A city in northwestern Oklahoma.

(PC–1177: dp. 280; l. 173'8"; b. 23'; dr. 10'10"; s. 22 k.; cpl. 65; a. 1 3", 1 40mm., 5 20mm., 2 rkt., 2 dcp., 2 dct.; cl. *PC–461*)

PC–1177 was laid down 24 July 1943 by Leathem D. Smith Shipbuilding Co., Sturgeon Bay, Wis.; launched 18 September 1943; sponsored by Mrs. Lucy Wagener; and commissioned at New Orleans, La., 20 December 1943, Lt. Edwin H. Kiefer in command.

After shakedown out of Miami, Fla., *PC–1177* departed Key West for New York 8 February 1944. Arriving 14 February, she sailed 2 days later to screen a troop and supply convoy from New York to Guantanamo Bay, Cuba. Arriving Guantanamo Bay 4 March, she returned to New York as convoy escort from 8 to 16 March. Between 22 March and 10 May she completed two more escort runs to Cuba and back.

Department New York 26 May, she escorted a convoy to Cuba, then sailed 3 June for the Pacific. Steaming via the West Coast and Pearl Harbor, she reached Purvis Bay, Florida Island, 24 August. After completing amphibious practice in the Solomon Islands, she departed Guadalcanal 8 September for the assault on the Palaus. She arrived off Anguar Island 17 September and served as patrol and shore bombardment ship during the next 5 days. From 21 to 23 September she escorted a convoy to Ulithi; returned to Anguar 27 September; then steamed to the Admiralties, arriving Manus 5 October. She sailed in convoy for the Palaus the 10th; and, after arriving Kossol 15 October, she patrolled coastal waters in the southern Palaus, primarily off Anguar, for more than a month. From 20 to 22 November she sailed to Ulithi, where she continued patrol runs until 20 December. After completing an escort run to the Palaus and back, she departed 26 December for Pearl Harbor and arrived 11 January 1945.

PC–1177 departed Pearl 17 February, touched Eniwetok, and reached Saipan 4 March to prepare for the mighty invasion of Okinawa. She departed the Marianas 25 March as part of the convoy screen and closed Hagushi Beach, Okinawa, 1 April. During and after the amphibious landings she served as part of the antiaircraft screen for transports and support ships. She operated off Okinawa until 17 April when she sailed as a convoy screen to Ulithi. Arriving 22 April, she departed in convoy for the Philippines 4 May and reached Leyte Gulf the 7th. Three days later she departed to escort a troop and supply convoy to Okinawa; and, after arriving 15 May, she resumed antiaircraft screening patrols.

Throughout the remainder of the Okinawa campaign, *PC–1177* remained on station, carrying out her assigned patrol and escort duties. After the defeat of Japan, she was reclassified *PCC–1177* on 20 August and returned to the West Coast from the Western Pacific late in 1945. She decommissioned at Astoria, Oreg., 27 July 1946 and entered the Pacific Reserve Fleet. While berthed in the Columbia River Group, she was again reclassified *PC–1177* on 27 October 1955 and was named *Guymon* 15 February 1956. She was sold by the Navy to Zidell Exploration, Inc., 25 April 1961.

PC–1177 received two battle stars for World War II service.

Gwin

William Gwin was born 6 December 1832 in Columbus, Ind., and appointed a Midshipman 7 April 1847. One of the most promising officers in the nation, he had risen to the rank of Lieutenant Commander by the time of his death. During the Civil War he commanded several ships of the Mississippi Squadron. He was one of Flag Officer Foote's "can do" officers, displaying outstanding initiative, energy and dash. After the fall of Fort Henry he swept with his wooden gunboats up the Tennessee River all the way to regions of Alabama, spreading destruction and terror. This action was a major factor in the collapse of the Confederate lines far behind him in Kentucky. Fire support from two of his gunboats, *Tyler* and *Lexington*, helped save Union troops from disaster in the Battle of Shiloh, bringing high praise from General Grant. He was wounded in action 27 December 1862 while commanding gunboat *Benton* in the battle of Haines Bluff on the Yazoo River. He died from these injuries 3 January 1863 on board a hospital ship in the Mississippi River.

I

(TB–16: dp. 46; l. 100'; b. 12'6"; dr. 3'3"; s. 20 k.; cpl. 16; a. 1 1-pdr., 2 18" tt)

The first *Gwin* (TB–16) was launched 15 November 1897 by the Herreshoff Manufacturing Co., Bristol, R.I.; commissioned at Newport 4 April 1898, Lt. (j.g.) C. S. Williams in command. She departed Newport 24 June, cruising down the eastern seaboard as far as Florida, thence on patrol off Cuba during 6 to 14 August 1898 as America went to war with Spain. She returned north to Annapolis 31 August and served as cadet training ship for the Naval Academy until placed in reserve at Norfolk 10 July 1903.

Gwin remained in reserve until June 1908 when she began assisting in experimental torpedo work out of Newport, R.I. This duty terminated 18 April 1914 when *Gwin* decommissioned for use as a ferryboat. On 11 April 1918 her name was changed to *Cyane*, and she was reclassified YFB–4 on 17 July 1920. Her name was struck from the Navy List 30 April 1925 and she was sold for scrapping 24 September 1925.

II

(DD–71: dp. 1,125; l. 315'6"; b. 31'4"; dr. 8'1"; s. 30 k.; cpl. 100; a. 44", 2 1-pdrs., 1 6" Y-gun, 12 21" tt.; cl. *Caldwell*)

The second *Gwin* (DD–71) was launched 22 December 1917 by the Seattle Const. & Drydock Co., Seattle, Wash.; sponsored by Mrs. James S. Woods; and commissioned at Puget Sound 18 March 1920, Lt. Comdr. H. H. Bousen in command.

Gwin departed Puget Sound 26 April for calls at California ports, thence through the Panama Canal for Newport, R.I., arriving 2 June. Following operations along the eastern seaboard as far south as Charleston, S.C., she decommissioned in the Philadelphia Navy Yard 28 June 1922. She remained inactive at Philadelphia until her name was struck from the Navy List 25 January 1937. Her hulk was sold for scrapping 16 March 1939 to the Union Shipbuilding Co., Baltimore, Md.

USS *Gwin* (DD–71), a 1920 Flush-deck Destroyer with a cutaway stern

III

(DD–433: dp. 1,620; l. 347'10"; b. 36'1"; dr. 11'10"; s. 37 k.; cpl. 209; a. 5 5"; 10 21" tt.; 1 Y-gun; 2 dct.; cl. *Gleaves*)

The third *Gwin* (DD–433) was launched 25 May 1940 by the Boston Navy Yard; sponsored by Mrs. Jesse T. Lippincott, second cousin of Lt. Comdr. Gwin and commissioned at Boston 15 January 1941, Lt. Comdr. J. M. Higgins in command.

Gwin completed shakedown training 25 April 1941 and underwent final alterations in the Boston Navy Yard before conducting neutrality patrol throughout the Caribbean Sea. On 28 September 1941 she assumed identical service in the North Atlantic from her base at Hvalfjordur, Iceland. After the infamous raid on Pearl Harbor, she hurried back to the Eastern Seaboard thence through the Panama Canal to San Francisco, Calif.

On 3 April 1942 *Gwin* stood out of San Francisco Bay as a unit of the escort for carrier *Hornet* who carried 16 Army B–25 bombers to be launched in a bombing raid on Tokyo. Admiral William "Bull" Halsey in carrier *Enterprise* rendezvoused with the task force off Midway, and Gen. "Jimmy" Doolittle's famed raiders launched the morning of 18 April when some 600 miles east of Tokyo. The task force made a rapid retirement to Pearl Harbor, then sped south 30 April 1942, hoping to assist carriers *Yorktown* and *Lexington* in the Battle of the Coral Sea. That battle concluded before the task force arrived, and *Gwin* returned to Pearl Harbor 21 May for day and night preparations to meet the Japanese in the crucial battle for Midway Atoll.

Gwin departed Pearl Harbor 23 May 1942 with Marine reinforcements for Midway and returned to port 1 June. Two days later she raced to join the Fast Carrier Task Force searching for the approaching Japanese Fleet off Midway. But the crucial battle was all but concluded by the time she arrived on the scene 5 June 1942. Four large Japanese aircraft carriers and a cruiser rested at the bottom of the sea along with some 250 enemy planes and a high percentage of Japan's most highly trained and experienced carrier pilots. The Island of Midway was saved to become an important base for operations in the western Pacific. Likewise saved, was Hawaii, the great bastion from which attacks were carried into the South Pacific and Japan itself. But there were American losses too. *Gwin* sent a salvage party to assist in attempts to save carrier *Yorktown* (CV–5), heavily damaged by two bomb and two torpedo hits in the Battle of Midway. As attempts continued 6 June 1942, a Japanese submarine rocked *Yorktown* with torpedo hits and sank destroyer *Hamman* who was secured alongside the carrier. The salvage party had to abandon *Yorktown* and surviving men were rescued from the sea. The carrier capsized and sank the morning of 7 June 1942. *Gwin* carried 162 survivors of the two ships to Pearl Harbor, arriving 10 June 1942.

Gwin departed Pearl Harbor 15 July 1942 to operate in the screen of fast carriers who pounded Japanese installations, troop concentrations and supply dumps as Marines invaded Guadalcanal in the Solomons 7 August 1942. In the following months *Gwin* convoyed supply and troop reinforcements to Guadalcanal. Joining a cruiser-destroyer task force, she patrolled the "Slot" of water between the chain of Solomon Islands to intercept the "Tokyo Express" runs of enemy supply, troop and warships supporting Japanese bases in the Solomons.

On 13 November 1942, *Gwin* and three other destroyers formed with battleships *Washington* and *South Dakota* to intercept an enemy bombardment-transport force approaching the Solomons. The following night the task group found the enemy of Savo Island: battleship *Kirishima*, 4 cruisers, 11 destroyers, and 4 transports. The Naval Battle of Guadalcanal was hot and furious. *Gwin* found herself in a private gun duel with cruiser *Nagara* and four destroyers. She took a shell hit in her engine room. Another shell struck her fantail and enemy torpedoes began to boil around the destroyers.

Though shaken by exploding depth charges *Gwin* continued to fire at the enemy as long as any remained within range. In a short time the other three American destroyers were out of action, two sinking and *Benham* surviving with her bow partially destroyed. But a masterful battleship duel fought by *South Dakota* and *Washington* wrecked Japanese battleship *Kirishima*. She had to be abandoned and scuttled as was Japanese destroyer *Ayanami*. The battle was over. The gallant American ships had saved Guadalcanal from a savage bombardment in this naval action that marked a turning point toward victory for U.S. forces in the Solomons.

Gwin attempted to escort the noseless *Benham* to Espiritu Santo, New Hebrides Islands. But when all hope was lost, survivors transferred to *Gwin* who hurried *Benham's* abandoned hulk to the bottom with gunfire. The survivors were landed 20 November at Noumea, New Caledonia, and *Gwin* was routed onward to Hawaii, thence to the Mare Island Navy Yard, arriving 19 December 1942.

Having been overhauled, *Gwin* returned to the Southwest Pacific 7 April 1943 to escort troop reinforcements and supplies throughout the Solomons. On 30 June she served with the massive amphibious assault force converging on New Georgia under the leadership of Rear Admiral Richmond Kelly Turner. She supported the most important landings 30 June on the north coast of Rendova Island, 5 miles across Blanche Channel from Munda. Immediately after the first wave of troops hit Rendova

Beach, Munda Island shore batteries opened fire on the four destroyers patrolling Blanche Channel. *Gwin* was straddled by the first salvo. A moment later a shell crashed her main deck aft, killing three men, wounding seven and stopped her after engine. The half-dozen enemy shore batteries were soon silenced as *Gwin* laid down an effective heavy smokescreen to protect the unloading transports. When aerial raiders appeared, her gunners shot down three. Rendova Island was soon in American possession. It served as an important motor torpedo boat base to harass Japanese barge lines and a base for air support in the Solomons.

Gwin escorted a reinforcement echelon from Guadalcanal to Rendova, then raced out in to the "Slot" 7 July to rescue 87 survivors of cruiser *Helena*, lost in the Battle of Kula Gulf. She then joined a cruiser-destroyer task force under Rear Admiral Walden L. Ainsworth to head off a formidable "Tokyo Express" headed through the Solomon Islands to land troops at Vila. The battle was joined past midnight of 12–13 July and Japanese cruiser *Jintsu* quickly slid to the bottom, the victim of smothering gunfire and torpedo hits. But four Japanese destroyers, waiting for a calculated moment when Ainsworth's formation would turn, launched 31 torpedoes at the American formation. His flagship *Honolulu*, cruiser *St. Louis* and *Gwin*, maneuvering to bring their main batteries to bear on the enemy, turned right into the path of the deadly "long lance" torpedoes. Both cruisers received damaging hits but survived. *Gwin* was not so fortunate. She received a torpedo hit amidships in her engine room and exploded in a burning white heat—a terrible sight. Destroyer *Ralph Talbot* took off *Gwin*'s crew after their heroic damage control efforts failed; and she had to be scuttled. Two officers and 59 men perished with the gallant destroyer, casualties of the Battle of Kolombangara.

Gwin received five battle stars for service in World War II.

IV

(DM–33: dp. 2,200; l. 376'6"; b. 40'10"; dr. 18'10"; s. 34.2 k.; cpl. 343; a. 6 5" 12 40mm., 8 20mm., 2 dct., 4 dcp. *Robert H. Smith*)

Gwin (DM–33), ex-DD–772, was launched by the Bethlehem Steel Co., San Pedro, Calif., 9 April 1944; sponsored by Mrs. Jesse W. Tarbill, second cousin and sponsor of the previous *Gwin* (DD–433); and commissioned 30 September 1944 at Los Angeles, Comdr. F. S. Steinke in command.

After shakedown along the California coast, *Gwin* sailed for the Pacific theatre as flagship of Mine Squadron 3, reaching Pearl Harbor 3 January 1945. A week later the squadron left for the fighting front. At Saipan, 20 January, *Gwin* and her sister sweepers joined Battleship Division 7. For 7 days, 21 to 26 January, she participated in the preliminary bombardment of Iwo Jima, next to the last step in America's long island-hopping campaign across the Pacific. Returning to Pearl Harbor, *Gwin* underwent overhaul before sailing for Eniwetok 23 February.

From Eniwetok *Gwin* steamed to Nansei Shoto 17 March to sweep the area around Okinawa, the scene of one of the war's bloodiest and most heroic invasions. Acting in a variety of roles—antisubmarine screen, radar picket ship, minesweeper, fire support—*Gwin* was to remain off Okinawa the following 5 months, almost to the very end of the war. During this period she accounted for some 16 enemy aircraft as the Japanese launched their desperate kamikaze attacks. Nine of these Japanese planes fell victim to *Gwin*'s guns on only 2 days, 16 April and 4 May. An air raid 16 April saw *Gwin* down two "Betties," Japanese dive bombers, coming in only to have another come sweeping in and crash in the sea some 25 yards as the agile DM evaded her. And then the alert gun crew swung their battery to catch another Japanese plane and shoot it down less than 50 yards from the ship.

At dusk on 4 May, *Gwin* was on radar picket station off Okinawa. Combat Air Patrol reported 8 to 10 enemy planes to port, and *Gwin* swung her batteries to face the enemy. Suddenly a second contingent of planes swept in out of the setting sun to starboard! *Gwin* swung her guns around just in time, and two of the attackers splashed into the sea. Whirling to port, the gun crews fired into the original attack group, and accounted for three more kamikazes. The seas had not yet closed over these three planes when a sixth, another kamikaze, crashed *Gwin*. Two men were killed, 2 missing, and 11 injured as the suicide plane embedded itself into *Gwin*'s aft 40mm. platform. Then, as damage control parties rushed to quell the fires raging around the kamikaze, the Japanese attack ended as suddenly as it had begun. In less than six hectic, heroic minutes, *Gwin*, although under attack from all quarters, had downed five Japanese planes and been herself damaged by a sixth.

After a brief stay at Nansei Shoto for battle damage repairs, *Gwin* returned to patrol and sweeping duties around Okinawa. She rendezvoused 20 August with Task Force 38 and, with such illustrious fighting ships as *Missouri*, *Lexington*, *Yorktown*, and *Shangri-La*, headed for Tokyo Bay. Putting into Sagami Bay 27 August 1945, *Gwin* began to sweep the area, front door to Tokyo Bay, and destroyed some 41 mines in 2 days' duty. At last on 29 August 1945 she steamed into Tokyo Bay, and anchored under the towering snowcap of Mount Fujiyama. Departing for Okinawa 1 September, *Gwin*, remained on minesweeping duty there and in the East China Sea for the rest of the year.

With her share of the Pacific "mopping-up" complete, *Gwin* at last headed home, reaching San Pedro, Calif., 23 February 1946. The battle-tested ship then sailed for Charleston, S.C., arriving 14 March. *Gwin* decommissioned there 3 September 1946 and was placed in reserve.

As the Korean War necessitated the strengthening of America's fleet, *Gwin* recommissioned at Charleston 8 July 1952, Comdr. R. E. Oliver in command. For the next few years she divided her time between Caribbean and local exercises, European cruises, and NATO maneuvers, with time out for overhaul. In 1953 *Gwin* crossed the Atlantic for a 4-month tour of duty with the 6th Fleet, visiting 10 Mediterranean ports before returning to Charleston 3 February 1954. Midshipman Able Cruises June to August 1954 and 1955 took her to Lisbon, Portugal, Le Havre, Valencia, Spain, and Terquay, England. *Gwin* returned to the Mediterranean a final time in 1957 for NATO maneuvers with ships of the Portugese, French, and British navies, visiting both Brest and Gibraltar.

In between Caribbean and Mediterranean cruises and training, *Gwin* engaged in a variety of minesweeping and hunter-killer antisubmarine exercises along the East Coast and participated in several other NATO maneuvers in American waters. *Gwin* sailed to the Philadelphia Navy Yard 12 January 1958 where she decommissioned 3 April 1958 and remains in reserve through 1967.

Gwin received a Navy Unit Commendation and four battle stars for service in World War II.

Gwin, William M., see *William M. Gwin* (AK–125)

Gwinnett

A county in Georgia.

(AG–92: dp. 2,411; l. 338'8"; b. 50'4"; s. 11 k.; cpl. 105; a. 1 3", 6 20mm.; T. C1–M–AV1)

Gwinnett (AVS–5) was originally designated AK–185 and was launched as AG–92 under Maritime Commission contract by Walter Butler Shipbuilders, Inc., Superior, Wis., 14 May 1944; sponsored by Mrs. Oliva Dionne, mother of the Dionne quintuplets. After being taken down the Mississippi River to New Orleans, the ship was outfitted at Port Houston Iron Works, Houston, Tex., and commissioned there 10 April 1945, Lt. H. K. Golwey in command.

Soon after commissioning, *Gwinnett* was redesigned AVS–5 on 25 May 1945. After shakedown in the Gulf of

Mexico she was ordered to the Pacific coast for disposal. *Gwinnett* arrived San Francisco 25 January 1946. She decommissioned and was simultaneously redelivered to the Maritime Commission 11 February 1946.

Gyatt

Edward Earl Gyatt was born 4 September 1921 in Syracuse, N.Y. Enlisting in the Marine Corps 28 January 1942, he was killed in action while serving with the 1st Marine Raider Battalion during the Guadalcanal campaign, America's first offensive effort in the Pacific. Part of the invasion force that went ashore on Tulagi D-day 7 August 1942, Private Gyatt reported the approach of a Japanese counter-attack force on his advanced position that night. With utter disregard for his personal safety, he remained at his post and inflicted heavy damage on the enemy until he was killed by a grenade. For his gallantry and courage, Private Gyatt was posthumously awarded the Silver Star.

(DD–712: dp. 2,425; l. 390'6"; b. 41'4"; dr. 18'6"; s. 35 k.; cpl. 336; a. 6 5", 16 40mm., 20 20mm. 5 21" tt. 2 dct., 6 dcp.; cl. *Gearing*)

Gyatt (DD–712) was launched 15 April 1945 by the Federal Shipbuilding & Drydock Co., Kearney, N.J.; sponsored by Mrs. Hilda Morrell, mother of Private Gyatt; and commissioned 2 July 1945 at the New York Navy Yard, Comdr. A. D. Kaplan in command.

After shakedown in the Caribbean, *Gyatt* reported to Norfolk for a variety of duties along the East Coast. In addition to local operations and training exercises, she participated in training operations with aircraft carriers in the Gulf of Mexico and the Caribbean. Departing Norfolk 24 January 1947, *Gyatt* sailed south to represent the United States at the inauguration of the new Uruguayan President at Montevideo 27 February to 6 March. Before returning to Norfolk 21 March she made goodwill visits to Rio de Janeiro and Port of Spain, Trinidad.

Gyatt sailed 20 November 1947 to deploy with the 6th Fleet in the Mediterranean and returned to Norfolk 2 March 1948. In six subsequent deployments to Northern Europe and the Mediterranean, she bolstered the readiness of American seapower that proved a mainstay in stemming the threatened advance of Communist domination over Free World nations. Other operations took her north from Norfolk to Nova Scotia and Iceland and south into the Caribbean Sea.

Gyatt entered the Boston Naval Shipyard 26 September 1955 and decommissioned 31 October for conversion to the Navy's and the world's first guided missile destroyer. In addition to twin Terrier guided missile launchers, she received the Navy's first Denny-Brown stabilization system—two 45-square-foot retractable fins extending out from midships well below the waterline to greatly reduce pitch and roll on the sea. Her hull clasification was changed to DDG–712 1 December 1956. *Gyatt* recommissioned 2 days later, Comdr. Charles F. Helme, Jr., in command.

The new guided missile ship, a potent weapon in America's expanding arsenal, spent nearly 3 years of intensive evaluation and development work along the Atlantic coast. On 23 May 1957 her hull number was changed to DDG–1 in recognition of her pioneering position. She sailed to join the 6th Fleet 28 January 1960, the first guided missile destroyer to deploy with an oversea fleet. By the time of her arrival back in Charleston, her new home port, 31 August 1960, Gyatt had participated in fleet readiness and training operations throughout the Mediterranean.

On her return *Gyatt* joined in America's space program, taking nose-cone recovery station 5 to 10 November 1960 and 24 to 26 April 1961 to aid in "Project Mercury," thus operating in another new area of expanding seapower. With another world crisis pending over the status of Berlin, she again sailed 3 August 1961 to bolster the flexing and powerful arm of the 6th Fleet in the Mediterranean. She remained on alert posture with the "steelgray stabilizers" in the Mediterranean until 3 March 1962, then resumed training along the eastern seaboard out of Charleston, S.C.

Gyatt entered the Charleston Naval Shipyard 29 June 1962 for overhaul that included the removal of her missile system and installation of newly developed equipment that would prepare her for specialized service with the Operational Test and Evaluation Force. Her classification changed from a guided missile destroyer DDG–1 back to conventional destroyer DD–712 1 October 1962. Her preparations were complete by 1 January 1963 when *Gyatt* arrived in Norfolk for continuing experimental work under Operational Test and Evalnation Force in waters reaching into the Caribbean Sea. *Gyatt* continued to operate along the Atlantic coast and in the Caribbean into 1967. She performed patrol and ASW duty and trained the officers and men of the Navy in guided missile destroyer tactics. She was also especially active in testing and evaluating new equipment and helping to bring the men and equipment of the Navy efficient and up to date.

Gypsum Queen

A former name retained.

(SP–430: t. 361; l. 135'; b. 27'; dr. 14'5"; s. 14 k.; a. 1 3", 2 mg.)

Gypsum Queen, a sea-going tug, was built by Dialogue & Co. in 1890, acquired from her owners, J. B. King Transportation Co. of New York, in September 1917; and commissioned 4 December 1917 at New York City.

Turned over to the 3d Naval District, *Gypsum Queen* was fitted out for overseas service at New York Navy Yard and subsequently served in French ports as a towing vessel and a minesweeper. While returning from rendering assistance to minesweepers foundering off the coast of France, *Gypsum Queen* struck a rock near Armen Light House off Brest 28 April 1919 and sank with a loss of 2 officers and 13 men.

Gypsy

The first *Gypsy* retained a merchant name. The second *Gypsy* was named for a type of small winch.

I

(SP–55: dp. 22; l. 61'; b. 10'3"; dr. 3'6"; s. 11 k.)

Gypsy, a motor boat, was built by George Lawley & Sons, Neponset, Mass., in 1912, and was acquired by the Navy 11 May 1917 for use as a section patrol boat. Assigned to the 1st Naval District, she burned while being fitted out 20 June 1917, and was struck from the Navy List 23 November 1917.

II

(ARSD–1: dp. 816; l. 224'9"; b. 34'11"; dr. 8'; s. 13 k.; cpl. 65; 2 20mm.; cl. *Gypsy*)

Gypsy (ARSD–1), originally designated LSM–549, was launched by Brown Shipbuilding Co., Houston, Tex., 7 December 1945, and commissioned 18 March 1946 at Houston, Tex., Lt. Comdr. C. S. Horner in command.

Gypsy completed her shakedown training 20 March 1946, and sailed 10 days later from Norfolk for San Pedro, Calif., where she arrived 26 May. The ship then departed 14 June to take part in the impending Operation "Crossroads," a historic series of atomic tests. Arriving off the atoll 10 July 1946, *Gypsy* witnessed the Baker Test 25 July and assisted in recovering beached and damaged craft and doing underwater work on test ships, as the Navy developed a large amount of valuable scientific information on the effects of the atomic bomb on ships and how to reduce them.

Departing 16 September 1946, *Gypsy* worked on the raising of SS *Britain Victory* at Honolulu until 8 November. She arrived San Pedro 10 December 1946 for extensive repairs until June 1947, then did limited salvage work

before proceeding to Guam, arriving 18 August 1947. There *Gypsy* salvaged and towed to Guam the former bow of cruiser *Pittsburgh*, lost in the great typhoon of June 1945. She returned to San Diego 17 January 1948, decommissioned 21 January and joined San Diego Group, Pacific Reserve Fleet.

Gypsy recommissioned 8 August 1951, and after shakedown and repairs arrived Pearl Harbor 19 October 1951. For the next 7 months the ship operated in Apra Harbor, Guam, relocating mooring buoys and working on the breakwater. Arriving Pearl Harbor 31 May 1952, *Gypsy* had new salvage equipment and electronic gear installed and sailed 15 September for Subic Bay. Arriving 9 October she began removing a sunken Japanese hulk. She sailed 9 January 1953 for Inchon, Korea, site of one of the decisive amphibious operations in history. There *Gypsy* removed a sunken barge from the harbor. Later she worked off Pohang and helped clear explosives from Ulsan harbor. Korean coastal work was completed 6 May 1953, and the ship sailed for Pearl Harbor, via Yokosuka and Midway Island, arriving 5 June. After operations there, *Gypsy* sailed to Eniwetok and upon her arrival 18 September began renewing and positioning fleet moorings for the coming Atomic bomb tests, Operation "Castle." She arrived Bikini 7 February 1954 and witnessed the first test shot, the second thermonuclear explosion in history, 1 March 1954. She assisted in recovering test equipment, was detached 26 March 1954, returned to Pearl Harbor 18 April. After operations there, she sailed to Long Beach, arriving 4 May 1955 for deactivation. *Gypsy* decommissioned 23 December 1955 at Astoria, Oreg., and was placed in reserve. In 1967 she was berthed in San Diego.

Gypsy, see *YP–353*

Gypsy, see *YP–70*

H

H–1

(SS–28: dp. 358 (n.) 467 t.; l. 150′4″; b. 15′10; dr. 12′5″ s. 14 k.; cpl. 25; a. 4 18″ tt.; cl. *H–1*)

H–1, (SS–28), originally *Seawolf* and renamed 17 November 1911, was built by the Union Iron Works of San Francisco; launched 6 May 1913; sponsored by Miss Lesley Jean Makins; and commissioned at Mare Island Navy Yard on 1 December 1913, Lt. Henry M. Jensen in command.

The new submarine was attached to the 2d Torpedo Flotilla, Pacific Fleet, and operated along the West Coast out of the submarine base at San Pedro. On various exercises and patrols she travelled the coast from Los Angeles to lower British Columbia, often in company with *H–2* and sometimes *H–3*.

Sailing from San Pedro on 17 October 1917, she reached New London 22 days later via Acapulco, Balboa, Key West, Charleston and Philadelphia. For the remainder of the war, she was based there and patrolled Long Island Sound, frequently with officer students from the submarine school on board.

H–1 and *H–2* sailed for San Pedro on 6 January 1920, transiting the Panama Canal 20 February via Norfolk, Key West and Havana. On 12 March 1920, as *H–1* made her way up the coast, the submarine went aground on a tricky shoal off Santa Margarita Island, Calif. Four men, including the commanding officer, Lt. Comdr. James R. Webb, were killed as they tried to reach shore. *Vestal*, a repair ship, pulled *H–1* off the rocks in the morning of 24 March, only to have her sink 45 minutes later in some 50 feet of water. Salvage was abandoned. Her name was struck from the Navy List 12 April 1920, and her hulk sold for salvage scrap in June 1920.

H–2

(SS–29: dp. 358 (n.); l. 150′4″; b. 15′10″; dr. 12′5″; s. 14 k.; cpl. 25; a. 4 18″ tt.; cl. *H–1*)

H–2 (SS–29) originally *Nautilus* but renamed 17 November 1911, was launched by the Union Iron Works of San Francisco 4 June 1913; sponsored by Mrs. William Rauney Sands; and commissioned 1 December 1913, Lt. (j.g.) Howard H. J. Benson in command.

Attached to the Pacific Fleet, *H–2* operated along the West Coast, usually in company with *H–1*, on various exercises and patrols out of San Pedro until October 1917 when she sailed for the East Coast. Transferred to the Atlantic Fleet as of 9 November 1917, she cruised in the Caribbean for most of that winter, also conducting special submarine detection tests with aircraft and patrol vessels from Key West. After having new engines installed at Philadelphia in the spring of 1918, she resumed patrols in the Caribbean until the end of the war when she returned to the sub base at New London. From there she operated in Long Island Sound, often with student officers from the submarine school on board.

Heading west again, *H–2* sailed with *H–1* on 6 January 1920, touching at several Caribbean ports before transiting the Panama Canal on 20 February. When *H–1* went aground off Santa Margarita Island on 12 March, *H–2* stood by and sent rescue and search parties for survivors, helping to save all but four of her sister ship's crew. She then continued to San Pedro, arriving 20 March.

Drills and exercises with the Pacific Fleet and the 7th Submarine Division out of San Pedro were interrupted by an extensive Mare Island overhaul in the winter of 1921, after which *H–2* returned to the same schedule. In company with SubDiv 7, she sailed from San Pedro on 25 July 1922, reaching Hampton Roads on 14 September via Acapulco, Corinto, and Coco Solo. *H–2* decommissioned there on 23 October 1922. Her name was struck from the Navy List 18 December 1930. She was sold for scrapping in September 1931.

H–3

(SS–30: dp. 358 (n.); l. 150′4″; b. 15′10″; dr. 12′5″; s. 14 k.; cpl. 25; a. 4 18″ tt.; cl. *H–1*)

H–3 (SS–30) originally *Garfish* and renamed 17 November 1911, was built by the Moran Co. of Seattle; launched 3 July 1913; sponsored by Miss Helen MacEwan; and commissioned at Puget Sound on 16 January 1914, Lt. (j.g.) William R. Munroe in command.

After shakedown, *H–3* was attached to the Pacific Fleet and began operations along the coast from lower California to Washington, exercising frequently with *H–1* and *H–2*. While engaged in operations off the northern California coast near Eureka with *Milwaukee* and *Cheyenne*, *H–3* ran aground in heavy fog on the morning of 16 December 1916. The crew were rescued by Coast Guard breeches buoy, but after *Milwaukee* was also stranded trying to pull the sub off the beach, the Navy called in a commercial salvage firm. Their job was especially complicated because *H–3* lay high up on a sandy beach, surrounded by quicksand; at low tide she was 75 feet from the water, but at high tide the ocean reached almost 250 beyond her. After a month of hard work, *H–3* was finally salvaged by being placed on giant log rollers and taken overland to the sea.

USS *H–3* (SS–30), previously USS *Garfish*, built at Seattle 1911 through 1914

Having decommissioned 4 February 1917 while salvage work was still going on, she was relaunched 20 April 1917 at Humboldt Bay. She then returned to San Pedro, where she served as flagship of SubDiv 7, participating in exercises and operations along the coast until 1922. *H–3*, with the entire division, sailed from San Pedro on 25 July 1922 and reached Hampton Roads 14 September.

H–3 decommissioned at Hampton Roads on 23 October 1922. She was struck from the Navy List 18 December 1930 and scrapped on 14 September 1931.

H–4 through H–9

Six of the *H*-class submarines, *H–4* through *H–9*, were originally built by the Electric Boat Co. for the Imperial Russian Government. Their shipment was held up pending the outcome of the Russian Revolution, and the boats were stored in knockdown condition at Vancouver, B.C. All six were purchased by the Navy on 20 May 1918 and assembled at Puget Sound Navy Yard.

H–4

(SS–147; dp. 358 n.; l. 150′4″; b. 15′10″; dr. 12′5″; s. 14 k.; cpl. 25; a. 4 18″ tt.; cl. *H–1*)

H–4 (SS–147) was launched 9 October 1918 at Puget Sound Navy Yard, and commissioned there 24 October 1918, Lt. Ralph O. Davis in command.

Stationed at San Pedro, Calif., first with SubDiv 6 and then SubDiv 7, *H–4* participated in various battle and training exercises along the West Coast with her sister H–subs. These exercises were interrupted by occasional patrol duty off Santa Catalina Island and periodic overhauls at Mare Island.

In company with the two sub divisions and tender *Beaver*, *H–4* sailed from San Pedro on 25 July 1922 and reached Norfolk on 14 September via Magdalena Bay, Corinto, and Coco Solo. She decommissioned there 25 October 1922. *H–4* was struck from the Navy List 26 February 1931 and sold for scrap 14 September.

H–5

(SS–148: dp. 358 (n.); l. 150′4″; b. 15′10″; dr. 12′5″; s. 14 k.; cpl. 25; a. 4 18″ tt.; cl. *H–1*)

H–5 (SS–148) was launched by Puget Sound Navy Yard 24 September 1918; and commissioned there 30 September 1918, Lt. Gordon Hutchins in command.

Operating out of San Pedro with SubDiv 6 and SubDiv 7, *H–5* participated in various training and battle exercises, with periodic overhauls at Mare Island. She departed San Francisco 25 July 1922 in company with both divisions and arrived at Norfolk 14 September. *H–5* decommissioned at Norfolk on 20 October 1922. Her name was struck from the Navy List 26 February 1931. She was sold for scrapping 28 November 1933.

H–6

(SS–149: dp. 358 (n.); l. 150′4″; b. 15′10″; dr. 12′5″; s. 14 k.; cpl. 25; a. 4 18″ tt.; cl. *H–1*)

H–6 (SS–149) was launched 26 August 1918 by Puget Sound Navy Yard; and commissioned there 9 September, Lt. Robert P. Lucker in command.

As part of SubDiv 6 and later 7, *H–6* was based at San Pedro, Calif. From there she operated along the West Coast, participating in various battle and training exercises with her sister submarines. Occasional patrol duty off Santa Catalina Island and overhauls at Mare Island varied this effective training routine.

Departing San Pedro on 25 July 1922 with SubDivs 6 and 7, *H–6* reached Norfolk on 14 September. She decommissioned there 23 October 1922. *H–6* was struck from the Navy List 26 February 1931. She was sold for scrapping 28 November 1933.

H–7

(SS–150: dp. 358 (n.); l. 150′4″; b. 15′10″; dr. 12′5″; s. 14 k.; cpl. 25; a. 4 18″ tt.; cl. *H–1*)

H–7 (SS–150) was launched at Puget Sound Navy Yard 17 October 1918 and commissioned there 24 October, Lt. Edmund A. Crenshaw in command.

The submarine, attached to SubDiv 6 and later to SubDiv 7, operated out of San Pedro on various battle and training exercises with the other ships of her division. She also patrolled out of San Pedro with interruptions for overhaul at Mare Island.

H–7 reached Norfolk on 14 September 1922, having sailed from San Pedro on 25 July, and decommissioned there on 23 October 1922. Her name was struck from the Navy List 26 February 1931. She was sold for scrapping 28 November 1933.

H–8

(SS–151; dp. 358 (n.); l. 150′4″; b. 15′10″; dr. 12′5″; s. 14 k.; cpl. 25; a. 4 18″ tt.; cl. *H–1*)

H–8 (SS–151) was launched at Puget Sound Navy Yard on 14 November 1918, 3 days after the signing of the Armistice, and commissioned there 18 November 1918, Lt. Comdr. Ralph W. Holt in command.

From there she sailed to San Pedro, where she was attached first to SubDivs 6 and 7. Operating with her sister ships, *H–8* engaged in extensive battle and training exercises out of San Pedro, varying this routine with patrols off Santa Catalina Island.

In company with SubDivs 6 and 7, and tender *Beaver*,

H–8 departed San Pedro on 25 July 1922 and arrived in Norfolk on 14 September. She decommissioned there 17 November 1922. Her name was struck from the Navy List 26 February 1931. She was sold for scrapping 28 November 1933.

H–9

(SS–152: dp. 358 (n.); l. 150′4″; b. 15′10″; dr. 12′5″; s. 14 k.; cpl. 25; a. 4 18″ tt.; cl. *H–1*)

H–9, (SS–152) was launched at Puget Sound Navy Yard on 23 November 1918, commissioned there 25 November, Lt. Clarke Withers in command.

Joining SubDiv 6 at San Pedro, and later being transferred to SubDiv 7 there, *H–9* participated in a variety of battle and training exercises along the West Coast. She also patrolled off Santa Catalina Island, and put in at Mare Island for periodic overhauls.

H–9 sailed from San Pedro on 25 July 1922 and arrived in Norfolk 14 September, with SubDivs 6 and 7. The submarine decommissioned at Norfolk on 3 November 1922. Her name was struck from the Navy List 26 February 1931. She was sold for scrapping 28 November 1933.

H. A. Baxter

A former name retained.

(SP–2285: dp. 87; l. 82′2″; b. 19′5″; dr. 9′; s. 12 k.)

H. A. Baxter, a tug, was built in 1889 by John A. Dialogue & Son, Milford, Del.; and acquired by the Navy 15 March 1918 from her owner, Robert Rogers of New York City. The tug was chartered at Norfolk for use as a coal tug, but found to be in need of extensive repairs and returned to her owner 24 April 1918.

H. F. Hodges, General, see *General H. F. Hodges*

(AP–144)

H. W. Butner, General, see *General H. W. Butner*

(AP–113)

Haan, General W. G., see *General W. G. Haan* (AP–158)

Haas

John William Haas was born 14 June 1907 in Sioux City, Iowa. A member of the famed Torpedo Squadron 3, the chief machinist and pilot was lost in action 4 June 1942 during the Battle of Midway. In the face of tremendous anticraft fire and Japanese fighter opposition, Chief Haas joined his squadron in pressing home the attack on enemy forces until it became relatively certain that in order to accomplish his mission he would sacrifice his life. Undeterred by the grave possibilities of such a hazardous offensive, he carried on with extreme disregard for his personal safety until the gallant planes of Torpedo Squadron 3 had diverted Japanese planes and contributed importantly to the victory. For his self-sacrifice and valiant fighting effort, Chief Machinist Haas was posthumously awarded the Navy Cross.

(DE–424: dp. 1,350; l. 306′; b. 36′8″; dr. 9′5″; s. 24 k.; cpl. 186; a. 2 5″, 4 40mm., 20mm., 3 21″ tt., 2 dct., 8 dcp., 1 dcp. (hh.); cl. *John C. Butler*)

Haas (DE–424) was launched 20 March 1944 by the Brown Shipbuilding Co., Houston, Tex.; sponsored by Mrs. Gladys Winifred Haas, widow of the late Chief Machinist Haas; and commissioned 2 August 1944, Lt. Comdr. A. M. White, USNR, in command.

After shakedown in the Caribbean and escort duty along the East Coast, *Haas* arrived Manus, Admiralty Islands, via the Panama Canal, the Galapagos Islands, and Espiritu Santo 15 January 1945. America's gigantic Pacific war effort had carried her fleet back to the Philippines, and *Haas* sailed to Leyte 27 January to assume escort and patrol duties in the still-contested islands. In addition, the destroyer escort provided shore bombardment and fire support for initial assault landings at Lubang Island 1 March and Romblon and Simara Islands 10–12 March. *Haas* escorted a convoy from Okinawa to Leyte in July and another from Ulithi to Manila in early August, just before news of the Japanese capitulation. After war's end she continued to serve as an escort and dispatch ship in the Pacific, with frequent trips along the China coast. On 5 January 1946 *Haas* streamed her homeward bound pennant and sailed from Hong Kong for San Diego via Guam, Eniwetok, and Pearl Harbor. Reaching her destination 1 February, *Haas* decommissioned there 31 May 1946 and joined the "mothball fleet."

Haas recommissioned at San Diego 19 May 1951 and after shakedown reported to 8th Naval District headquarters at New Orleans 18 September to begin duties as a reserve training ship. Cruising primarily in the Gulf of Mexico and the Caribbean, with occasional visits to Central and South America, *Haas* trained some 900 reservists annually as part of the Navy's never-ending effort to maintain skilled and ready reserve. Entering the Charleston Navy Yard 7 November 1957, *Haas* decommissioned there 24 January 1958 and entered the Atlantic Reserve Fleet where she remained until scrapped in December 1966.

Habersham

A county in Georgia.

(AK–186: dp. 2,382 (lt.); l. 338′6″; b. 50′; dr. 21′; s. 12 k.; cpl. 85; a. 1 3″; cl. *Alamosa*)

Habersham (AK–186), a motor cargo ship, was launched 7 June 1944 by the Walter Butler Shipbuilding, Inc., Superior, Wis., under a Maritime Commission contract; sponsored by Mrs. Carl Gray, Jr.; acquired 26 April 1945; and commissioned 12 May 1945, Comdr. M. A. MacPhee in command.

Following shakedown training off Galveston, the cargo ship sailed 2 June for Gulfport, Miss., to take on cargo and departed 4 days later to join the Pacific Fleet, then pressing ever closer to Japan. *Habersham* arrived Pearl Harbor via the Canal Zone 30 June, unloaded her cargo, and returned to San Francisco with passengers and cargo 12 July. She then loaded cargo and sailed 21 July for Eniwetok Island where she arrived 7 August.

Habersham was at Eniwetok when the surrender of Japan was announced, and departed 9 September to carry cargo for occupation forces in Japan. Arriving Tokyo Bay 17 September, she unloaded cargo and departed for Guam and San Francisco 27 November. She arrived 12 January 1946 and sailed for the East Coast 11 February, arriving Norfolk 6 March. *Habersham* decommissioned at Baltimore 9 April 1946 and was returned to the Maritime Commission. Sold into merchant service, she became *Rosa Thorden* and in 1952 *Pusan* for Korean Shipping Corporation.

Hackberry

A tree of the genus *Celtis*, distinguished by elm-like leaves and small fruit.

(YN–20: dp. 560; l. 163′2″; b. 30′6″; dr. 11′8″; s. 12 k.; cpl. 48; a. 1 3″; cl. *Aloe*)

Hackberry (YN–20), originally *Maple* but renamed before launching 28 October 1941 by American Shipbuilding Co., Cleveland, Ohio. She was commissioned 21 December 1942, Lt. C. B. Wegner in command.

Following shakedown and training exercises out of Tompkinsville, R.I., the net tender was assigned to North African waters, reporting 12 April 1943. She operated in

Palermo harbor towing and acting as cable recovery and salvage vessel. During her stay in Palermo *Hackberry* installed boom defenses at Catania, Sicily, and operated briefly in Naples harbor.

As the pincers were applied to the Axis in Europe, *Hackberry* took part in the important landings in southern France. Arriving off the beaches 15 August, the ship helped transport garrison troops from the newly-won Alpha beach to Isle du Levant. *Hackberry* remained in the area as Allied troops pushed forward from the beachhead, coming under fire from German shore batteries 22 August. With the capture of Toulon, the ship returned to her regular duties, clearing away the net and other harbor obstructions. Redesignated (AN–25) 20 January 1944, *Hackberry* operated at Toulon and Marseille until being turned over to the French government under lend-lease 12 November 1944.

Hackberry was returned to U.S. custody from lend-lease 21 March 1949 and was sold the same day to France, where she serves as *Araignee*.

Hackensack

A city in New Jersey.

(YTM–750: dp. 390 (f.); l. 107'; b. 26.6"; dr. 12'; s. 12 k.; cpl. 10; cl. Army LT–2089)

Hackensack (YTM–750), a medium harbor tug was taken over from the Army in 1963. She was built by the Higgins Co., New Orleans, La., in 1953.

Hackensack was assigned to the 10th Naval District and operated in the harbor of San Juan, P.R., until struck from the Navy List 1 March 1967.

Hackett, Francis B., see *Francis B. Hackett*

Hackleback

A freshwater fish of the sturgeon family.

(SS–295: dp. 1,526; l. 311'8"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 66; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

Hackleback (SS–295) was launched 30 May 1943 by the Cramp Shipbuilding Co., Philadelphia, Pa.; sponsored by Mrs. W. L. Wright; and commissioned 7 November 1944, Lt. Comdr. Frederick E. Janney in command.

After training out of New London, *Hackleback* reported to the Fleet Sonar School at Key West 24 December. Two weeks training there were followed by further training at Balboa, Canal Zone, and *Hackleback* sailed for Pearl Harbor 25 January 1945. The new submarine participated in still more training exercises at Pearl Harbor before departing for her first war patrol 6 March.

Japanese merchant shipping had been decimated by the Pacific submarine fleet, and *Hackleback* was to encounter no suitable targets in any of her patrols. But on this first patrol, she played a key role in the sinking of the last of Japan's super-battleships, the *Yamato*. Patrolling the Bungo Suido area late in the night of 6 April, *Hackleback* made radar contact on a fast group of ships at about 25,000 yards. She sent a steady stream of location reports back to Pearl Harbor, at the same time attempting to close the task group. *Hackleback* three times came to within 13,000 yards of the *Yamato* force, but destroyers forced her out of range before she could get in position to fire torpedoes. *Yamato* was not to escape, however. The following morning, 7 April, planes from Admiral Mitscher's famous TF 58, guided by *Hackleback*'s contact location reports, struck the *Yamato* group. In four successive waves, the carrier planes accounted for the destruction of *Yamato*, the light cruiser *Yahagi*, and two destroyers, leaving only six destroyers of the Japanese task force to escape.

During the rest of her first patrol, *Hackleback* made two gun attacks on small ships, but discontinued the engagements when it appeared they were trying to lure her in close to shore. Returning to Midway 26 April, she prepared for a second patrol and on 21 May sailed. This time *Hackleback*'s primary mission was lifeguard duty off Saki Shima Gunto as the carriers mercilessly pounded the Japanese home islands. On 22 June she picked up a downed carrier pilot, Lt. Comdr. C. P. Smith. *Hackleback* also engaged in some shore bombardment. After an air strike on Shokoto Sho 7 July, the submarine closed the island and fired 73 rounds of 5 inch shells. No surface contacts were made on this patrol. *Hackleback* returned to Guam 12 July.

Sailing for her third war patrol 14 August, the submarine received an unofficial flash "Tokyo accepts" that same day, and on 16 August headed for Midway. The long Pacific war had ended. *Hackleback* spent 2 weeks at Midway and then sailed for home, reaching San Francisco 11 September. She decommissioned there 20 March 1946 and was placed in reserve at Mare Island. *Hackleback*'s classification was changed to AGSS–295 on 6 November 1962. Her name was struck from the Navy list 1 March 1967 and as of September 1967 she is being stored at Mare Island.

Haddo

A pink salmon fish prevalent on the Pacific coast of the United States and Canada.

I

(SS–255: dp. 1526; l. 311'9"; b. 27'3"; dr. 15'; s. 20 k.; cpl. 60; a. 1 3", 10 21" tt.; cl. *Gato*)

The first *Haddo* (SS–255) was launched by the Electric Boat Co. of Groton, Conn., 21 June 1942; sponsored by Mrs. Charles F. Russell; and commissioned 9 October 1942, Lt. Comdr. Wallace L. Lent in command.

After conducting shakedown off New England, *Haddo* departed New London 9 April 1943 to patrol the shipping lanes to Rosneath, Scotland. She arrived 30 April and joined Submarine Squadron 50, which was assigned to patrol off Norway and Iceland and stand ready in case of a breakthrough of the German fleet from Norway. When it became clear after three patrols that targets were scarce in this region, *Haddo* and her sister submarines were sent back to the United States.

Haddo returned to New London 29 July 1943 and steamed via the Panama Canal to Mare Island, Calif. Assigned to the Pacific Fleet, she reached Pearl Harbor 25 November and put to sea 14 December on her fourth war patrol, in Philippine waters. The submarine made few contacts and terminated the patrol at Fremantle, Australia, 4 February 1944.

Sailing from Fremantle 29 February, *Haddo* embarked on her fifth war patrol in waters off Borneo, Java, and Indochina. After a disappointing attack 8 March in which two torpedoes exploded prematurely, she made an attack on a tanker and escort 14 March which produced unconfirmed results. Moving to the Indochina coast, she sank a small craft with gunfire the night of 23 March and damaged freighter *Nichian Maru* 29 March before returning to Fremantle 22 April 1944.

Haddo departed Fremantle 18 May 1944 to conduct her sixth war patrol in the East Indies. After undergoing air attack off Morotai 30 May, she sighted heavy smoke and proceeded to investigate. The smoke was a lure that concealed a Japanese patrol boat. After evading this one, *Haddo* encountered six more of the smoking lures. *Haddo* sank two small craft 11 June and scouted the Tawi Tawi anchorage on the 14th of June. Shortly thereafter she was detected by patrol airplane and pursued for almost 10 days. Her sixth war patrol was terminated 16 July at Fremantle.

For her seventh war patrol *Haddo* joined a coordinated attack group with five other submarines to cruise Philippine waters. Japanese convoys ventured into the Palawan area with strong air cover during the day, but usually anchored with escort protection for the night.

Learning from *Harder* that a convoy had been attacked by *Ray* 4 days before and trailed to Paluan Bay, the submarines closed for the attack. As the convoy headed out to sea before daylight 21 August, *Ray* sank one transport while the escort vessels pursued *Harder*. At this point *Haddo* entered the fray, launched six torpedoes at three targets, and dived to avoid air attack. Over one hundred depth charges churned the sea. But *Haddo* had already sunk cargo ships *Kinryu Maru* and *Norfolk Maru*.

Next day *Haddo* followed *Harder* in for an attack on a small convoy with escorts, and *Haddo* succeeded in sending escort ship *Sado* to the bottom. Following a lone destroyer and awaiting her opportunity, *Haddo* was suddenly turned upon by the Japanese ship. She launched a four-torpedo spread "down the throat" of the destroyer which veered off and headed for Manila. Cruising off Cape Bolinao 23 August, the submarine was about to torpedo a tanker close to shore when she detected a pursuing destroyer. With four torpedoes she ripped off the ship's bow. *Haddo* then maneuvered to finish off her antagonist, but her last torpedo missed. Despite the efforts of two Japanese trawlers and another destroyer, *Akakaze* soon sank, giving *Haddo* another kill.

Diverting to New Guinea to refuel and rearm, *Haddo* continued her seventh war patrol. She sank a sampan 8 September and 21 September found a convoy and maneuvered into position ahead of it. While turning to avoid a destroyer, *Haddo* lost depth control, and was not able to regain it in time to effectively attack the cargo ships. She subsequently headed for Subic Bay, and lifeguard duty, but on the way detected a hospital ship and survey ship in company. Disregarding the former, she sent the survey ship, *Katsuriki*, to the bottom.

After serving on lifeguard station and rescuing a Navy pilot from the sea 22 September, *Haddo* returned to Fremantle 3 October 1944. For this outstanding patrol the submarine received the Navy Unit Commendation.

Haddo returned to the waters off Manila for her eighth war patrol. Departing Fremantle 20 October she sank oiler *Hishi Maru No. 2* on 9 November. Serving as lifeguard boat for aircraft, she sank a small ship 6 December 1944 before terminating her eighth war patrol at Pearl Harbor 27 December. From there she was sent to Mare Island shipyard for much-needed repairs, arriving 5 January 1945.

Haddo departed on her ninth war patrol 16 May 1945. Cruising the East China and Yellow Seas, she attacked a convoy emerging from the fog 1 July and quickly sank a small coastal defense vessel and cargo ship *Taiun Maru No. 1*. Clearing the area, she heard automatic gunfire, and soon saw a frigate bearing down hard upon her. *Haddo's* skipper decided not to dive and instead turned on a parallel but opposite course, and the frigate shot by with her guns blazing. *Haddo* suffered little damage, and was able to avoid a companion escort and finally reach deep water. That evening she sank two sailing junks and then set course for a new station off Port Arthur. She sank a trawler 3 July, survived a furious depth charge attack by patrol vessels, and proceeded to Guam arriving 16 July 1945.

Haddo departed on her 10th and last war patrol 10 August 1945 but it was soon terminated by the surrender of Japan. She then headed for Tokyo Bay, where she witnessed the signing of the surrender on board *Missouri* and departed for home. Touching at Hawaii, *Haddo* arrived at Panama 28 September and New London 6 October 1945. Decommissioning 16 February 1946, *Haddo* was kept in reserve until her name was stricken from the Navy List 1 August 1958. She was sold for scrap 30 April 1959 to Luria Brothers & Co., Philadelphia, Pa.

In addition to the Navy Unit Commendation, *Haddo* received six battle stars for her World War II service. Her fifth, seventh, eighth, and ninth war patrols were designated successful.

II

(SSN–604: dp. 3,700 (surf.), 4,300 (subm.); l. 278'6"; b. 31'8"; s. 20 k.; cpl. 100; a. 4 21" tt.; cl. *Thresher*)

The second *Haddo* was launched by New York Shipbuilding Corp., Camden, N.J., 18 August 1962; sponsored by Mrs. Henry M. Jackson, wife of the Senator from Washington; commissioned 16 December 1964, Comdr. John G. Williams in command.

After shakedown out of New London, Conn., in January 1965, *Haddo* arrived at her home port, Charleston, S.C., 8 February and joined Sub Ron 4. She operated off the Atlantic coast and in the Caribbean until departing Charleston 7 July for the Mediterranean. She participated in numerous exercises with ships of the 6th Fleet and NATO countries before returning home 7 November. *Haddo* has continued this pattern of service, alternating operations out of home port in the Atlantic with 6th Fleet deployments, through 1967.

Haddock

A small edible Atlantic fish, related to the cod.

Haddock (SS–32) was renamed *K–1* (*q.v.*) 17 November 1911 prior to her launching.

I

(SS–231: dp. 1,526; l. 311'8"; b. 27'4"; dr. 15'3"; s. 20 *k.*; cpl. 60; a. 1 3", 10 21" tt.; cl. *Gato*)

The first *Haddock* (SS–231) was launched by Navy Yard, Portsmouth, N.H., 20 October 1941; sponsored by Mrs. William H. Allen; and commissioned 14 March 1942, Lt. Cmdr. Arthur H. Taylor in command.

After shakedown and training cruises off New England, *Haddock* sailed for the Pacific 19 June 1942 and arrived Pearl Harbor 16 July. She departed on her first war patrol 28 July, the first submarine to do so with the new SJ-type submarine surface radar. This equipment added greatly to her power in seeking out and destroying enemy ships in darkness or reduced visibility. Penetrating into the Bonin Island-East China Sea area, *Haddock* attacked a freighter on the surface 12 August, damaged her, and next day sank an unidentified transport of about 4,000 tons. In the Formosa Straits 26 August she missed with four stern shots at *Teinshum Maru* but sent the target to the bottom by swinging around hard for a shot from the bow tubes. *Haddock* patrolled off Okinawa before returning to Midway 19 September 1942.

Haddock's second war patrol, commencing 11 October from Midway, was carried out in the Yellow Sea. After two attacks without hits, the submarine torpedoed *Tekkai Maru* amidships 3 November, breaking her in two. She was forced to break off another attack 6 November because of destroyers and search aircraft, but during the night of 11 November blew off the stern of cargo ship *Venice Maru* east of the island of Honshu. *Haddock* damaged another ship 13 November, only to be prevented from finishing her off by escort craft, and expended her last torpedo on an empty tanker 16 November. After a brief gunfire duel with her victim, the submarine headed for Pearl Harbor, arriving 4 December.

On her third war patrol, *Haddock* operated south of Japan, departing 28 December from Pearl Harbor. She was attacked by two destroyers raining depth charges, and when she finally surfaced to clear the area, *Haddock* found herself surrounded by Japanese patrol craft. The submarine sped out of the trap just in time to avoid destruction.

A few days later, 17 January, she sank an unidentified freighter of 4,000 tons, and 19 January *Haddock* detected six cargo vessels steaming in double column. Gaining attack position on the last ship, she scored two hits and sent her to the bottom. Aerial attack and depth charges kept her from bagging the other members of the convoy

and bad weather forced *Haddock* to return to Midway 17 February 1943.

Haddock departed Midway 11 March for her fourth war patrol, and saw her first action 3 April off Palau, when she encountered a transport protected by a corvette. Launching two "fish" at the corvette, which apparently ran under without exploding, *Haddock* then turned to the transport and succeeded in sinking her with a spread of torpedoes. Following torpedo tracks, the persistent corvette dropped 24 depth charges, many directly over *Haddock*, that caused some damage to her conning tower and radar. After spending some time patrolling off Saipan, she returned to Pearl Harbor 19 April 1943.

Departing Pearl Harbor again 30 June *Haddock* set course for the Carolines on her fifth war patrol. Detecting a group of four escorted transports north of Palau 21 July, she maneuvered into position and sank *Saipan Maru*, The depth charge attacks of the accompanying ships were ineffective. That same day she came upon two unescorted tankers. Her first attack failed to sink the two ships, but she followed them and made two more attacks before finally breaking off the action for lack of torpedoes. Haddock arrived at Midway 6 August and at Pearl Harbor 10 August 1943.

Haddock's sixth war patrol was conducted in waters off Truk, the vital Japanese base in the Carolines. Departing Pearl Harbor 2 September, she torpedoed *Samsei Maru* on the 15th but failed to sink her and the victim turned to ram the submarine. *Haddock* damaged seaplane tender *Notoro* 20 September and then spent a harrowing day eluding the attacks of Japanese escort vessels alerted by the explosions. She returned to Midway 28 September with all torpedoes expended.

The veteran submarine departed on her seventh war patrol 20 October 1943 and headed again for the waters off Truk. Late 1 November *Haddock* damaged two transports, barely surviving the attacks of a hunter-killer group a few hours later. She made one additional attack 2 November, heavily damaging *Hoyo Maru*, before returning to Pearl Harbor 15 November 1943.

For her eighth war patrol *Haddock* joined a coordinated attack group with *Tullibee* and *Halibut*. She departed Pearl Harbor 14 December and rendezvoused 17 December. Encountering a group of warships 19 January, *Haddock* attacked escort carrier *Unyo* and damaged her severely before being driven off by screening vessels. The submarine returned to Pearl Harbor 5 February 1944.

Haddock departed for her ninth war patrol 10 March. Under the Navy's relentless attack, spearheaded by the submarine, Japan's sea lifelines had shrunk to a trickle and targets were scarce; but she succeeded in sinking a small escort vessel 24 April, before returning to Pearl Harbor 10 May 1944. Her 10th war patrol was eventful as the Pacific war drew close to its climax. With Commander Roach in *Haddock* commanding, she formed an attack group with *Halibut* and *Tuna*, departing Pearl Harbor 8 October. Moving to support the invasion of the Philippines, the submarines were present during the battle off Cape Engano, part of the epochal Battle for Leyte Gulf, 25 October and unsuccessfully pursued some of the retiring Japanese units. Bothered by a malfunctioning periscope, *Haddock* scored no hits on the rest of her patrol and returned to Pearl Harbor 10 December.

Fitted out with extra deck guns for her 11th war patrol, *Haddock* sailed, in company with submarines *Sennett* and *Lagarto* for the seas east of Japan. The boats made a diversionary sweep designed to pull early warning craft away from the intended track of the carrier group en route for air strikes against Tokyo. Gaining their objective with complete success, the submarines attacked the picket boats with gunfire, allowed them to send contact reports, and then sunk several, diverting Japanese efforts away from the undetected carrier group. *Haddock* returned to Guam 14 March.

Haddock spent her 12th and 13th war patrols on lifeguard station near Tokyo, standing by to rescue downed airmen after raids on Japanese cities. This duty occupied her from April until her return to Pearl Harbor 22 August 1945. The hard fought victory, to which she had contributed so much, was won. So *Haddock* departed for the United States 7 September and after transiting the Panama Canal and visiting various ports on the East Coast, arrived at New London, Conn., 29 March 1946. nearly 4 years after she had sailed from the North Atlantic to victory. She was placed in reserve in commission 20 April and decommissioned 12 February 1947. In August 1948 *Haddock* was assigned duty as a reserve training ship for 6th Naval District, and served in that capacity until being again placed out of service at New London May 1952. She was again assigned to reserve training, this time at Portsmouth, N.H., June 1956, and finally was struck from the Navy List and sold for scrap to Jacob Checkoway 23 August 1960.

Haddock received 11 battle stars for her service in World War II. All of her war patrols except the 12th were designated successful and she received the Presidential Unit Citation for her outstanding performance on the second, fifth, sixth, and seventh war patrols.

II

(SSN–621) dp. 3,700 (surf.), 4,300 (subm.) l. 278'6"; b. 31'8"; s. over 20 k.; cpl. 100; a. 4 21" tt; cl. *Thresher*)

Haddock (SSN–621), an attack nuclear submarine, was laid down 24 April 1961 by Ingalls Shipbuilding Corp., Pascagoula, Miss.; launched 21 May 1966; sponsored by Mrs. Thomas G. Morris, wife of Representative Morris of New Mexico; and commissioned 22 December 1967, Comdr. Stanley J. Anderson in command.

Hadley, Hugh W., see *Hugh W. Hadley* (DD–774)

Haggard

Captain Haggard commanded the American armed ship *Louisa*, which successfully engaged French and Spanish privateers 20 August 1800 off Tarifa, during the Quasi-War with France. *Louisa* fought off boarders and escaped, although damaged severely in the rigging. Captain Haggard was wounded in the engagement.

(DD–555: dp. 2,050; l. 376'6"; b. 39'8"; dr. 13'; s. 35 k.; cpl. 273; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Haggard (DD–555) was launched by Seattle-Tacoma Shipbuilding Co., Seattle, Wash., 9 February 1943; sponsored by Mrs. E. B. McKinney; and commissioned 31 August 1943, Comdr. D. A. Harris in command.

Haggard departed for shakedown training off California 29 September and after completing it departed Seattle 24 November for Pearl Harbor. The ship arrived 30 November 1943 and spent the next 2 months in tactical exercises with other destroyers in Hawaiian waters. Her first combat operation was to be the forthcoming invasion of the Marshall Islands, next step on the island road to Japan.

The ship sailed 22 January 1944 for the Marshalls. She covered the unopposed landings on Majuro 31 January and then sailed to Kwajalein Atoll. Taking up firing position inside the lagoon 2 February, she provided gunfire support for the advancing Marines until the island was secured 3 days later. Then *Haggard* patrolled and escorted transports in the Kwajalein area until sailing for Engebi 17–19 February. There the destroyer again provided close fire support with her 5-inch guns, helping to secure the atoll. With the Marshalls in American hands, *Haggard* arrived 7 March at Espiritu Santo, New Hebrides.

For the next months, *Haggard* operated with 3d Fleet in the New Guinea-Solomons area. Her duties included reconnaissance patrols, convoying, and screening escort carriers. She also worked occasionally with minecraft and screened a minelaying operation 9 May in the Solomons,

passing within 800 yards of an enemy-held beach on Buka Passage. During the night of 16–17 May the destroyer was patrolling with *Franks* and *Johnston* when she picked up an underwater sound contact. With quickness and accuracy the three ships delivered depth charge attacks and were credited with the sinking of Japanese submarine *I–176*.

Haggard joined 5th Fleet at Eniwetok 21 May to prepare for the Marianas operation, as America's amphibious might pressed across the Pacific. Departing Eniwetok 8 July, *Haggard* arrived Guam with battleships *Pennsylvania* and *New Mexico* and other fleet units 17 July and began a devastating bombardment of the beach fortifications. With the landing of Marines 21 July, the destroyer turned to close fire support, lending her accurate gunfire to the battle ashore.

Next on the timetable of the Pacific island campaign was the Palau group, needed to provide an air base for further advances. *Haggard* was withdrawn from Guam to Espiritu Santo 24 August 1944 and later joined the Western Escort Carrier Group off the Solomons 4 September. During the invasion of Peleliu 15 September *Haggard* screened carrier groups as they provided bombardment and close fire support for Marines ashore. Aircraft from her group also bombarded Ulithi before the ships returned to Manus' Seeadler Harbor 1 October.

Haggard's next operation was the long-awaited invasion of the Philippines. She was assigned to an escort carrier group off Samar in support of the invasion and the fleet surface actions 23–25 October. A part of Rear Admiral Stump's "Taffy 2" in the Battle off Samar, *Haggard* and her group were surprised on the morning of 25 October by heavy units to the northward under Admiral Kurita heading toward the invasion beaches on Leyte Gulf. As the carriers of "Taffy 3" retired at top speed and the gallant destroyers, including *Hoel*, *Heermann*, and *Johnston*, attacked the Japanese at close range, planes from both carrier groups attacked repeatedly and effectively in the hope of diverting the overwhelming Japanese force and allowing the American light units to escape. *Haggard* took position astern of her carriers to protect them, and took many near misses from the big guns of the Japanese fleet. Although two escort carriers and three destroyers were sunk, quick thinking and the great courage of the attacks saved the smaller American group and inflicted damage on its attackers. Admiral Kurita decided not to steam into Leyte Gulf and returned to the northward.

Haggard remained with the escort carrier groups through November during air operations in support of the Philippines campaign. After a brief stay at Ulithi 25 November–10 December, the destroyer joined Task Force 38 in support of the Luzon invasion. Then, 10–20 January 1945, Halsey's 3d Fleet made a striking incursion into the South China Sea. With *Haggard* and other destroyers screening, the carrier groups struck Luzon, Formosa, Indochina, and the Chinese mainland destroying shipping and airfields in a memorable demonstration of mobile sea power.

The destroyer returned to Ulithi 26 January 1945, but soon sailed with Task Group 58.4 for strikes against Japan itself. Departing 9 February, the group, including carriers *Randolph* and *Yorktown*, hit Tokyo 16–17 February, just before the important landings on Iowa Jima. Turning then to that stoutly defended island, *Haggard*'s carrier group lent air support to the assault until returning to Ulithi 4 March 1945.

With the Pacific campaign then reaching its climax, *Haggard* sortied again with Vice Admiral Mitscher's 5th Fleet carriers for attacks on Japan. During strikes on Honshu 18–19 March, Japanese suicide planes struck back at the task force. *Haggard*'s gunners shot down several kamikazes, as carriers *Franklin* and *Enterprise* were damaged. After fueling at sea, the fast carrier group, moved toward Okinawa 22 March, with *Haggard* acting as picket destroyer ahead of the formation. Shortly before midnight she detected a surfaced submarine with radar, and after it dived attacked with depth charges. Ten minutes later the submarine surfaced on *Haggard*'s port beam. Commander Soballe brought his ship into a hard left turn toward his adversary. With full throttle and guns blazing, *Haggard* rammed the submarine *I–371* amidships, sinking her in three minutes. After this daring duel, *Haggard*'s crew made emergency repairs to her damaged bow and took her back to Ulithi 25 March.

Her repairs completed, *Haggard* sailed from Ulithi 21 April with battleship *Iowa* to support the Okinawa operation. Again occupied with screening carriers in the area, *Haggard* and other fleet units were constantly threatened by suicide planes as the Japanese tried desperately to stop the invasion. While proceeding to picket station 29 April the ship was attacked by a kamikaze making a shallow dive to starboard. Though nearly blown apart by the fury of the destroyer's guns, the aircraft crashed close aboard and penetrated her hull near the waterline. Soon afterward, her bomb exploded in *Haggard*'s engine room. As water gushed through the gaping hole in the destroyer's side and she began to settle, another suicide plane attacked, but was splashed by anti-aircraft fire. Through fast and skillful damage control the flooding was stopped and *Haggard* was kept afloat. Wounded were taken by cruiser *San Diego* and destroyer *Walker* arrived to tow the stricken ship to Kerama Retto, near Okinawa. The ship arrived 1 May 1945.

Hampered by lack of materials and almost constant air alerts, *Haggard*'s crew succeeded in repairing her so that she could get underway. She departed Kerama Retto 18 June 1945 and arrived Pearl Harbor via Saipan and Guam 12 July. From there she steamed to San Diego and the Canal Zone, arriving at Norfolk 5 August 1945. Decommissioned 1 November 1945, *Haggard* was scrapped because of war damage.

Haggard received three battle stars for World War II service.

Hague

A city in South Holland, The Hague ('s Gravenhage) was the center of European diplomacy during the latter part of the 17th and first half of the 18th century.

The Continental frigate *Deane* (*q.v.*) was renamed *Hague* in September 1782.

Haida, see *Argus* (PY–14)

Haida, see *Mentor* (PYc–37)

Haiglar

Principal chief of the Catauba tribe.

(YTB–327: dp. 237; l. 100′; b. 25′; dr. 9′7″; s. 16 k.; T. V2–ME–A1)

Haiglar (YTB–327) was built by Brunswick Marine Construction Corp., Brunswick, Ga., in 1942 as *Port Wentworth*, under Maritime Commission contract. Delivered to the Navy at Brunswick 14 November 1942, she was converted to Navy use at Savannah Machine & Foundry Co., Savannah, Ga., and placed in service 13 December 1942, classified as YT–327.

Assigned to the 1st Naval District, *Haiglar* served as a harbor tug at Boston, Mass., and was redesignated YTB–327, harbor tug, big, 15 May 1944. She was transferred to the 15th Naval District for duty at Balboa, Canal Zone, 9 June 1945, but was brought back to Boston soon after the end of the war in the Pacific. *Haiglar* was subsequently transferred to the Panama Canal and struck from the Navy List simultaneously 11 February 1947.

Hailey

Captain Joshua Hailey was placed in command of the privateer *True Blood Yankee* in early 1813. The priva-

teer, built in France by Rhode Island men, sailed from Brest, France, 1 March 1813 to prey on commerce in the Irish Channel. On one occasion Captain Hailey seized an island near the enemy mainland and held it for 6 days while making repairs. In a 37-day cruise he took 270 prisoners and captured valuable cargoes. Sailing from France on his second cruise, Captain Hailey made a rapid circuit of Ireland and Scotland, landing several times and holding small coastal towns for ransom. During one fight he burned seven vessels in an Irish port. In May he ran into Dublin Harbor to sink a schooner that had eluded him on the previous day. Captain Hailey sailed again 21 September for his third cruise, setting his course for the English Channel. He captured and manned so many prizes that when she was finally captured the *True Blood Yankee* had only 32 men left of her original crew of 200. During her three cruises the ship had captured six ships and 21 smaller vessels.

(DD–556: dp. 2,050; l. 376'5"; b. 39'7"; dr. 17'9"; s. 35 k.; cpl. 273; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 2 dct., 6 dcp.; cl. *Fletcher*)

Hailey (DD–556) was launched 9 March 1943 by Seattle-Tacoma Shipbuilding Corp., Seattle, Wash.; sponsored by Mrs. Claude S. Gillette, wife of Rear Admiral Gillette; and commissioned 30 September 1943, Comdr. Parke H. Brady in command.

After shakedown out of San Diego, *Hailey* departed Seattle 13 December 1943 to join the Pacific Fleet at Pearl Harbor. She sortied from Pearl Harbor 19 January 1944 screening a unit of Admiral R. K. Turner's Southern Attack Force for the assault and occupation of the Marshall Islands. Arriving off the southern tip of Kwajalein Atoll, *Hailey* joined the Southern Transport Screen and later stood offshore and pounded the enemy with her 5-inch guns. She sailed from Kwajalein 15 February with the Eniwetok Expeditionary Group and arrived off Eniwetok next day to screen the heavy ships; then joined Admiral Oldendorf's Northern Support Group in battering strong enemy emplacements before retiring to Majuro Atoll screening *Manila Bay*.

After patrolling the Mussau-Emirau area, *Hailey* spent most of April and May on antisubmarine patrol, intercepting barge traffic and providing daily fire support for Army operations in the New Guinea area. Destroyer Division 94, consisting of *Haggard*, *Franks*, *Hailey*, and *Johnston* was moving northwesterly up from the Solomons 16 May. About 2½ hours before midnight they were steaming in scouting line some 125 miles east by north of Green Island. *Haggard* made a sonar contact on her starboard bow at a range of 2,800 yards. It was 1600-ton *I–176*. Five separate attacks were made and between the last two a heavy underwater ripple explosion was heard. The destroyers continued their search until the following evening without regaining contact—but they recovered souvenirs of Japanese origin from a diesel oil slick that extended over 7 miles of ocean.

During the first part of June *Hailey* took up screening and patrol duties east of Saipan in support of the Marianas operations. She sortied from Eniwetok 1 July with Admiral Weyler's Battleship Division 3 for the pre-invasion bombardment and softening up of Guam, then joined Admiral Conolly's Southern Attack Force for the capture of Guam (21 July–10 August 1944) retiring to Eniwetok 9 August. The remainder of August and September *Hailey* screened a group of escort carriers furnishing air support for the seizure and occupation of Peleliu, Anguar, and Ngesebu Islands in the Palaus.

Hailey next sortied from Seeadler Harbor, Manus Island, 12 October with Admiral F. B. Stump's "Taffy 2," the center formation of the three escort carrier groups off the entrance to Leyte Gulf. While Admiral Oldendorf was crushing Admiral Nishumura's Southern Force in Surigao Strait 24–25 October, Admiral Kurita's Center Force arrived off Samar undetected in the early hours of 25 October with the aim of destroying the heavy concentration of amphibious ships. In the face of overwhelming odds against a much superior force Admiral Sprague's three "Taffies" gallantly drove off Kurita's forces and defeated his mission—thus stopping the most powerful surface fleet Japan had sent to sea since the Battle of Midway.

The experienced destroyer next joined Admiral Halsey's Fast Carrier Task Force, as a unit of Rear Admiral Bogan's Task Group launching strikes on Formosa, before joining Captain Acuff's fueling group for the 3d Fleet. In February 1945 *Hailey* joined Admiral Marc A. Mitscher's Fast Carrier Task Force 58 and until the last of June participated in bombardments and strikes, inflicting much damage to the enemy on Okinawa and the Japanese home islands where "the fleet had come to stay."

Returning to the States in July, *Hailey* decommissioned at San Diego 27 January 1946 and joined the Reserve Fleet.

Hailey recommissioned at San Diego 27 April 1951, Lt. Comdr. Joseph E. Reedy in command. After training in the San Diego area she transited the Panama Canal and joined units of the 6th Fleet at Newport for duty. *Hailey* departed Newport 6 September 1952 and sailed via the Canal Zone to spend the next 4 months in Korean waters. Joining Fast Carrier Task Force 77, she took part in blockading operations and provided close fire support for our ground troops. Departing Sasebo 5 February 1953, *Hailey* returned to the East Coast once more to join the 6th Fleet.

Between 8 September 1954 and 14 September 1959 *Hailey* made four deployments with the 6th Fleet to the Mediterranean. When not deployed in the Mediterranean, she served as plane guard for carrier *Monterey*, training aviation cadets at Pensacola. In addition, she was continuously engaged in antisubmarine training and destroyer tactics, becoming increasingly proficient as part of a fleet vital in preserving American freedom. *Hailey* decommissioned 3 November 1960 at Portsmouth, Va., and joined the Reserve Fleet. *Hailey* was loaned to the government of Brazil 20 July 1961, and serves as *Pernambuco* (D–30).

Hailey received six stars for World War II service and two stars for Korean service.

Haines

Richard Alexander Haines was born in Haines Falls, N.Y., 28 April 1903. He attended Tennessee Military Institute 1921–1923, attended the Naval Academy for a time, and served 3 years in the Coast Guard 1928–1931. Commissioned Lieutenant in the Naval Reserve 23 July 1941, Haines served in *Washington*, after which he was assigned to *New Orleans*. When *New Orleans* suffered a devastating torpedo hit in the Battle of Tassafaronga, 30 November 1942, Lieutenant Haines remained at his station to assist in controlling the damage until overcome by asphyxiating gas generated by the explosion. In the true tradition of the Navy he had given his life to save his shipmates; he was posthumously awarded the Navy Cross for his heroism.

(DE–792: dp. 1,400; l. 306'; b. 36'10"; dr. 9'5"; s. 24 k.; cpl. 186; a. 3 5", 3 21" tt.; cl. *Buckley*)

Haines (DE–792), a destroyer escort, was launched by Consolidated Steel Shipbuilding Corp., Orange, Tex., 26 August 1943; sponsored by Mrs. Mary V. Haines, wife of the namesake; and commissioned 27 December 1943, Lt. Comdr. Elmer C. Powell in command.

Haines conducted shakedown training off Bermuda, and after final acceptance in February 1944 performed various duties until April. These included escorting a Dutch submarine to the United States, from the Netherlands, sailing with a troop convoy to Panama and back, and serving as a training ship for new destroyer escort crews at Norfolk, Virginia. Early in April *Haines* assumed duty as target towing ship at Quonset Point, R.I., where she helped ready young pilots for duty with American squadrons overseas.

Overseas duty was not long in coming for *Haines*. She was soon assigned to a Mediterranean convoy, leaving from New York and arriving at Casablanca 7 June 1944.

Returning to New York, *Haines* again sailed for the Med, this time with a carrier task group, 30 June 1944. The group paused at Malta before proceeding to Alexandria, Egypt, to guard against Axis attack on that port.

Detached from the task group, *Haines* next took an active part in the vast armada that invaded southern France. Departing Naples 13 August, she escorted troop transports to the assault area, and later acted as a screening ship for the gunfire support group offshore. *Haines* continued her escort duties into September as the Allied advance gained momentum, acting as escort to an LST group ferrying supplies from Corsica to France.

Haines completed her Mediterranean service 1 November 1944 and sailed for the United States, via Oran. She arrived at New York 11 December and immediately entered Brooklyn Navy Yard for conversion into a high speed transport. Completed 1 March 1945, *Haines* was redesignated APD–84. She then served for several months at Norfolk and in Chesapeake Bay as a training ship for fast transport and destroyer escort crews.

Receiving orders to return to combat duty, *Haines* sailed from Norfolk for the Panama Canal 8 August 1945. She received word of the war's end while at Cristobal, Canal Zone, proceeded to San Diego, Calif., and continued to Pearl Harbor in early September. *Haines* was then designated to transport units of the Strategic Bombing Survey, and after extensive preparations departed Guam for Japan 2 October 1945. For the next 2 months the ship stopped at various Japanese ports while technicians and analysts from the survey gathered data on the effectiveness of the aerial bombardments. *Haines* was detached from this duty at Guam and departed that island 6 December 1945 filled with returning Marines. She arrived San Diego 24 December 1945.

Scheduled for deactivation, *Haines* sailed for the East Coast via the Panama Canal, arriving Boston 12 January 1946. She subsequently sailed to Green Cove Springs, Fla., where she decommissioned 29 April 1946 and went into reserve. *Haines* was struck from the Navy List 1 June 1960 and sold for scrap to North American Smelting Co., Wilmington, Del., 19 May 1961.

Haines was awarded one battle star for service in World War II.

Haiti Victory

A former name retained.

(T–AK–238: dp. 4,512; l. 455′; b. 62′; dr. 29′; T. VC2–S–AP3)

Haiti Victory (T–AK 238) was laid down under Maritime Commission contract by Permanente Metals Corp., Richmond, Calif., 24 April 1944; launched 20 July; sponsored by Mrs. Lucius Booner; and delivered to WSA 18 September.

During World War II she operated as a merchantman and was chartered to Waterman Steamship Co.

Acquired by the Navy 1 March 1950, *Haiti Victory* was assigned to MSTS, for cargo operations in the Atlantic. From 1950 to 1957, sailing from New York, she made cargo runs to Northern Europe, the Mediterranean, and the Caribbean.

On 15 June 1957, *Haiti Victory* sailed on her first MSTS cruise to the Pacific. Steaming via the West Coast, the veteran cargo ship arrived Pusan, Korea, 1 August. Following several Far East cruises, she resumed operations in the Atlantic in July 1958. Departing New York 11 July she steamed for the Eastern Mediterranean to support United States peacekeeping efforts in Lebanon. Units of the 6th Fleet had landed Marines at request of Lebanese President Chamoun who wished to prevent a coup against his regime by communist oriented insurgents.

While operating in the Mideast, she twice steamed through the Suez Canal, for cargo runs to Karachi, Pakistan. Returning to New York 3 January 1959, *Haiti Victory* made another Mediterranean cruise prior to assignment in the Pacific. Arriving San Francisco 4 April she operated off the West Coast until sailing for Hawaii 3 months later. Arriving Pearl Harbor 3 July, she underwent conversion and training for a role in America's young space program.

Haiti Victory found a place in history, when she became the first ship to recover a space vehicle from orbit. On 11 August 1960, her helicopter retrieved a 300-pound capsule that was launched into orbit the previous day by a Thor-Agena rocket.

Haiti Victory was renamed *Longview* (*q.v.*) and reclassified T–AGM–3 on 27 November 1960. She continued operations in the Pacific Missile Range supporting the United States space program. At present *Longview* performs a variety of scientific duties for the Air Force Western Test Range.

Hake

A North American game fish.

(SS–256: dp. 1,526; l. 311′9″; b. 27′3″; dr. 15′3″; s. 20 k.; cpl. 60; a. 1 5″, 10 21″ tt.; cl. *Gato*)

Hake (SS–256) was launched by the Electric Boat Co., Groton, Conn., 17 July 1942; sponsored by Mrs. F. J. Fletcher, wife of Rear Admiral Fletcher; and commissioned 30 October 1942, Lt. Comdr. J. C. Broach in command.

Hake departed for shakedown off New London soon after commissioning and after bringing crew and equipment up to fighting efficiency began her first war patrol from New London 8 April 1943. Her mission on this patrol was to search out and destroy German submarines in the North Atlantic, but no contacts were gained and she arrived Helenburgh, Scotland, to terminate the patrol 29 April. She departed for her second patrol, off the Azores and again on antisubmarine patrol, 27 May 1943 and after encountering few submarines returned to New London 17 July.

Newly assigned to the Pacific, *Hake* departed New London 25 August 1943 for San Diego, via the Panama Canal. After a training period off the California coast, she sailed for the western Pacific 6 December. *Hake* armed at Pearl Harbor and departed for her third war patrol 27 December 1943. She sighted a transport enroute to Japan 11 January 1944 and after a day-long chase to gain position sank her the next day. The submarine then continued to her cruising grounds off the Philippine Islands, patrolling off Luzon and later moving south to Mindanao. The night of 26 January she attacked a tanker, damaged her, and in turn suffered considerable damage from depth charge attacks before making her escape. *Hake* next encountered three ships with two escorts 1 February. With the three targets in a line of bearing after a perfect approach, the submarine launched a spread of six torpedoes, sinking two of the three, *Tacoma Maru*, and *Nanka Maru*. The attack achieved complete surprise and *Hake* was not attacked by the screening vessels. She then departed for Fremantle, Australia, terminating the patrol there 20 February 1944.

Hake's fourth war patrol was spent in the South China Sea near Singapore, following departure from Fremantle 18 March 1944. She encountered her first target 27 March, and it was a submariner's dream—an unescorted tanker. Two torpedoes sent the ship, *Yamamizu Maru*, to the bottom off southwest Borneo. After an attack the night of 1 April in which *Hake* damaged several ships she battled escorts and searched for transports until 30 April, when she arrived Fremantle. For her fifth war patrol, commencing 23 May, *Hake* was assigned the area southwest of Mindanao. Her duty was to attack shipping and to act as a picket to alert American forces to the approach of the Japanese fleet, which was expected to sortie from Tawi Tawi to the Marianas. Sighting destroyer *Kazegumo* 8 June, she closed for the attack and succeeded in sinking her adversary, but fierce attacks prevented her from sinking any of the accompanying destroyers. *Hake* also succeeded in sinking two transports during this patrol. Cargo ship *Kinshu Maru* was sunk 17 June after four hits, and a heavily laden troop transport was sunk 3 days

later at the entrance to Davao Gulf. She returned to Fremantle 11 July 1944.

Hake returned to her patrol area off the Philippines, departing 5 August. During this, her sixth war patrol, she attacked another destroyer, damaging it, but made few additional contacts because of extremely heavy air and surface patrolling by Japanese forces. She arrived at Fremantle Harbor 24 September 1944.

Departing 20 October for her seventh war patrol, *Hake* encountered few contacts in her patrol area. Operating with *Hardhead* and the ill-fated *Growler*, which was lost on the patrol, *Hake* spent a harrowing 16 hours 7–8 November, counting nearly 150 depth charges and sustaining considerable damage. She was subsequently sent on a special mission off Panay Island, where she rendezvoused with Filipino guerrillas to bring on board 29 U.S. aviators shot down in recent air attacks. Her valuable cargo safe, *Hake* returned to Australia, arriving Fremantle 16 December.

Hake departed Fremantle for her eighth war patrol 12 January 1945. After searching the South China Sea (now almost denuded of targets) for almost a month, she headed for San Francisco, arriving 13 March. After overhaul she departed San Francisco some 2 months later and began her ninth war patrol in the Pacific 20 July 1945. *Hake* acted as lifeguard ship for the air strikes against Japan, and after the surrender had the distinction of being 1 of 12 submarines to witness the historic ceremonies on board *Missouri* in Tokyo Bay. Following the signing, *Hake* started on the long trek back to New London, via the Panama Canal. She decommissioned at New London 13 July 1946, entered the reserve fleet, and was taken out of reserve 15 October 1956 to serve as a Reserve Training Ship for 4th Naval District at Philadelphia, Pa. Her classification was changed to AGSS–256, auxiliary submarine, 6 November 1962. She continued to serve out of commission as a training ship for reservists at Philadelphia until she was struck from the Navy List 1 March 1967 to be sold.

Hake received seven battle stars for her service in World War II. Her third, fourth, fifth, sixth, and seventh war patrols were designated successful.

Halawa

A cape on the island of Molokai in the Hawaiian Islands.

(AOG–12: dp. 3,650 lt.; l. 255′; b. 43′; dr. 16′; s. 9 k.; cpl. 63; a. 1 3″)

Halawa (AOG–12) was built as *Blue Sunoco* in 1929 by Sun Shipbuilding & Dry Dock Co., Chester, Pa., and operated as a tanker for the Sun Oil Co. until acquired by the Navy through the Maritime Commission in 1942. She was renamed *Halawa* and commissioned 10 April 1942, at Pearl Harbor, Lt. Comdr. W. J. Lane in command.

Halawa was based at Pearl Harbor and vicinity during the entire war. She operated at the Naval Base and at Naval Air Station Kaneohe supplying fuel oil and diesel fuel. The ship made occasional voyages to Palmyra, Canton, and Johnston Islands 1942–1944, supplying those bases with fuel. While returning to Pearl Harbor from Canton Island 21 December 1944 *Halawa* suffered a serious generator failure and was towed the rest of the way by tug *ATR–12*. After her arrival 26 December she stayed at Pearl Harbor until being towed to San Francisco after the war. *Halawa* arrived San Francisco 25 September 1945 and decommissioned 25 October. She was returned to the Maritime Commission, was placed in reserve for a time, and was sold 5 July 1948 to Foss Launch and Tug Co.

Halcyon

A bird, identified with the kingfisher, fabled by the ancients to nest at sea about the time of the winter solstice, and to calm the waves during incubation; hence, calm and peaceful.

I

(SP–518: dp. 275; l. 61′; b. 12′4″; s. 11 k.)

The first *Halcyon* was built for the Bureau of Fisheries in 1916 by Marine Construction Co., Boothbay Harbor, Maine. She was transferred to the Navy and commissioned 14 May 1917 at Boston.

Assigned to section patrol in the 1st Naval District, *Halcyon* performed harbor patrol duties until decommissioning 24 June 1919. She was subsequently struck from the Navy List 31 July 1919 and returned to the Bureau of Fisheries.

II

(SP–1658: l. 40′; b. 9′6″; dr. 2′8″; s. 10 k.)

The second *Halcyon* was built by Defoe Boat Works, Bay City, Mich., in 1912, and was taken over by the Navy from her owner, G. G. Barnum, at Duluth, Minn., 16 June 1917. After serving briefly on section patrol in the Great Lakes, 9th Naval District, *Halcyon* was returned to her owner 5 November 1917.

Halcyon II

A former name retained.

(SP–582: dp. 161; l. 140′; b. 18′3″; dr. 5′; s. 15 k.; a. 2 3-pdr.)

Halcyon II, a yacht, was built by Charles Seabury Gas Engine & Power Co. of Morris Heights, N.Y., in 1907, and was purchased by the Navy in August 1917 from her owner, D. W. Flint of Providence, R.I. She commissioned 15 December 1917 at Boston Navy Yard, Ens. C. P. Jameson, USNRF, in command.

After fitting out, *Halcyon II* was employed as a section and harbor patrol boat in Boston Harbor. She performed this service until 4 June 1919 when she was rammed and seriously damaged by steamer *Bayou Teche*. Determined by the Navy to be unserviceable, she was struck from the Navy List 31 July 1919 and sold to her former owner 4 December 1919.

Hale

Eugene Hale was born at Turner, Maine, 6 June 1836. He was admitted to the bar in 1857 and served for 9 years as prosecuting attorney for Hancock County. He was elected to the Maine legislature 1867–68, to the House of Representatives 1869–79, and succeeded Hannibal Hamlin in the Senate, serving from 1881 to 1911. Although he declined the post of Secretary of the Navy in the Hayes administration, Senator Hale performed constructive work of the greatest importance in the area of naval appropriations, especially during the early fights for the "new Navy." "I hope", he said in 1884, "that I shall not live many years before I shall see the American Navy what it ought to be, the pet of the American people." Much later in his career, he opposed the building of large numbers of capital ships, which he regarded as less effective in proportion to cost and subject to rapid obsolescence. Senator Hale retired from politics in 1911 and spent the remainder of his life in Ellsworth, Maine, and in Washington, D.C., where he died 27 October 1918.

I

(DD–133: dp. 1,090(n.); l. 314′5″; b. 31′8″; dr. 8′8″; s. 35 k.; cpl. 113; a. 4 4″, 2 3-pdrs., 12 21″ tt.; cl. *Wickes*)

The first *Hale* (DD–133) was launched by the Bath Iron Works, Bath, Maine, 29 May 1919; sponsored by Miss Mary Hale, granddaughter of Senator Hale; and commissioned at Boston 12 June 1919, Comdr. Allan S. Farquhar in command.

Hale joined Destroyer Squadron 3, U.S. Atlantic Fleet, and after training exercises departed 11 July 1919 for Europe. On this cruise, the ship paid goodwill visits to

European and Mediterranean ports, assisted in the execution of the Austrian Armistice in October, and joined the American detachment in Turkish waters. *Hale* then carried refugees, relief officials, and freight between the ports of Greece, Bulgaria, and Russia, showing the flag in the vital Mediterranean and Balkan area. She returned to Philadelphia 31 March 1920 and resumed her schedule of training and development exercises along the Eastern Coast. *Hale* decommissioned at Philadelphia 22 June 1922 and remained in reserve until 1 May 1930, when she recommissioned.

Departing Philadelphia 15 May, *Hale* took part in refresher training operations and then resumed readiness exercises on the East Coast. She participated in Scouting Fleet maneuvers in early 1931 in the Caribbean, and arrived San Diego via the Panama Canal 4 April 1931. For the next few years *Hale* participated in maneuvers with the Battle Force along the California coast and spent much time perfecting the techniques of modern carrier tactics with carriers *Saratoga* and *Lexington*. The destroyer decommissioned once more at San Diego 9 April 1937.

Hale recommissioned at San Diego 30 September 1939, at a time of mounting crisis in both oceans, and departed 25 November for neutrality patrol in the Caribbean. Her base was changed to Galveston 22 February 1940, and later to Key West, but the ship continued to patrol the Caribbean Sea and Gulf of Mexico. At Philadelphia 1 September 1940 she prepared for transfer to Great Britain as a part of the famous destroyers for bases agreement. She arrived Halifax 6 September 1940 and decommissioned 3 days later. Entering the Royal Navy, she became HMS *Caldwell*.

During her career in the British Navy, *Caldwell* was assigned to escort duty in the Atlantic and later in the Caribbean, as Britain tried desperately to cope with the German U–boat menace. She joined the Royal Canadian Navy in mid-1942, and while returning to St. John's, Newfoundland, 18 December 1942, was seriously damaged during a heavy gale. She became disabled, and was found drifting helplessly by *Wanderer* 21 December. *Caldwell* was then towed to St. John's and later to Boston. Ready for sea again in May 1943, the ship resumed convoy duty with the Royal Canadian Navy until 1 December, when she returned to Tyne and was placed in reserve. *Caldwell* was broken up for scrap in September 1944.

II

(DD–642: dp. 2,050; l. 376'6"; b. 39'7"; dr. 13'; s. 35 k.; cpl. 273; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dcp.; cl. *Fletcher*)

The second *Hale* (DD–642) was launched 4 April 1943 by Bath Iron Works, Bath, Maine; sponsored by Mrs. G. H. Chase, granddaughter of Senator Hale; and commissioned at Boston 15 June 1943, Comdr. Karl F. Poehlmann in command.

Hale conducted shakedown training in the Caribbean and training exercises on the East Coast before departing Halifax for the Pacific combat zone 21 September. She arrived Pearl Harbor via the Panama Canal 9 October 1943.

Hale departed 8 November 1943 for the invasion of the Gilbert Islands, the first step in America's amphibious sweep across Micronesia. She screened carriers in strikes on Tarawa 18–20 November, took part in the bombardment of Betio Island 19 November, and supported the landings by Marines next day. During the air attacks that followed, *Hale*'s gunners accounted for several aircraft. After covering the retirement of damaged carrier *Independence* for 2 days she rejoined the carrier striking force for attacks against the Marshall Islands, next target of the Pacific amphibious forces.

USS *Hale* (DD–133), one of 50 destroyers traded to Great Britain for bases in 1940

Hale returned to Pearl Harbor 8 December to train for the next assault and sailed 21 December for the Ellice Islands. She departed 21 January 1944 for the invasion of the Marshalls, pounding Maloelap and Wotje atolls 29 January to 22 February, before and after the landings. Underway from Kwajalein 11 March, she sailed to Guadalcanal to perform anti-submarine patrol during the loading operations, and departed 27 March escorting reinforcements to Cape Torokina, Bougainville.

After acting as antisubmarine screen and screening ship for escort carriers supporting the Hollandia landings in New Guinea, *Hale* returned to Seeadler Harbor 4–7 May. She then steamed to the Solomons for the final rehearsals for the Marianas campaign. The ship then took part in pre-invasion strikes on Guam, returned briefly to Eniwetok 14 July, to support the Guam landings 21 July.

Hale returned to Eniwetok 4 August 1944, and departed 6 days later for assault and support operations in Hawaiian waters preparatory to the Leyte landings. She got underway with troop transports bound for Manus 15 September, and departed 14 October with the Southern Attack Force bound for the Philippines. On 18 October her group was joined by *Nashville*, with General Douglas MacArthur embarked. *Hale* entered Leyte Gulf early 20 October and helped troop units take Dulag airfield by providing accurate fire support. She then joined Rear Admiral C. A. F. Sprague's escort carriers 25 October after their valiant fight in the battle off Samar.

The destroyer next joined escort screening units for troop reinforcements at Morotai and landed them at Tacloban, Leyte, 14 November. After another such voyage from Hollandia to Leyte in November, aiding the buildup in the Philippines, *Hale* sailed 24 November via New Guinea, the Marshalls, and Pearl Harbor arriving San Francisco 22 December 1944.

Hale returned to the Pacific war in early 1945, arriving Pearl Harbor 25 February. Sailing to Ulithi, she departed 14 March with Rear Admiral Forrest Sherman's *Essex* carrier task force to attack enemy air installations prior to the landings on Okinawa. The group suffered casualties, including *Franklin* and *Wasp* from air attack 19–21 March as *Hale*'s gunners shot down several of the attackers. Departing the seas off Japan proper, the carrier force screened by *Hale* and other destroyers turned to Okinawa, flying close support and bombardment missions before, during, and after the initial assault 1 April. During the harrowing period off Okinawa *Hale* rescued two fighter pilots, drove off innumerable kamikaze attacks, and survived a near miss during a bombing attack. The veteran destroyer departed Okinawa 11 April and after stops at Ulithi and Guam arrived Leyte Gulf in the screen of *South Dakota* 1 June 1945. She then escorted *Washington* to Guam and met tug *Munsee*, towing the bow section of cruiser *Pittsburg*, torn off in the great typhoon off Okinawa, and brought her to Apra Harbor. The ship then sailed to join the 3d Fleet at Leyte Gulf 21 June.

Hale departed as a unit of Admiral Mitscher's famed Task Force 38, 1 July 1945, bound for crippling strikes against Japan itself. *Hale* took part in shore bombardment of factories at Hamamatsu 29 July.

As the war against Japan ended 15 August, *Hale* took up duties as air-sea rescue ship offshore during the landing of occupation forces. She entered Tokyo Bay 16 September 1945, and departed 1 October for the United States carrying 100 veterans. She arrived Seattle 19 October 1945 and was placed in commission in reserve at San Diego until decommissioning 15 January 1947.

With the outbreak of the Korean War and the increase of tension throughout the world, *Hale* was taken out of reserve, commissioning at Long Beach 24 March 1951. After shakedown cruise she sailed via the Panama Canal to her new home port, Newport, R.I., arriving 11 July 1951. After refresher training she departed 22 April 1952 to serve with the 6th Fleet in Mediterranean waters in support of American diplomacy in this vital and troubled region. After stopping at 16 ports in the course of her operations, *Hale* returned to Newport 23 October 1952. For the next 1½ years the destroyer performed a variety of tasks—antisubmarine training and development exercises off the Atlantic coast, plane guard duty for carrier operations in the Gulf of Mexico, and a training cruise for Midshipmen of the Naval Academy.

After a modernization overhaul at Philadelphia September 1953 to January 1954 *Hale* departed 1 June 1954 for a world cruise. Transiting the Panama Canal and entering the Pacific she proceeded to the Far East. She formed a part of America's ever-present naval strength lending stability to the area. Transiting the Suez Canal 17 November 1954, she visited many ports in 6th Fleet waters before returning to Newport 18 December 1954.

Hale continued her vital pattern of readiness exercises, including serving as the Destroyer Force Gunnery School Ship at Newport, until 6 November 1956. Getting underway for the Mediterranean once more, she rendezvoused with 6th Fleet ships and stood by in the eastern Mediterranean during the Suez crisis, helping to avert a larger conflict and protecting American interests. She returned to Newport 20 February 1957.

In June *Hale* participated in one of the greatest international naval reviews in history, joining some 60 U.S. ships and vessels of 17 other nations in the 350th anniversary of the founding of Jamestown. A second Midshipman cruise and NATO exercises in the North Atlantic closed out 1957. She began her second world cruise 23

USS *Hale* (DD-642) at Pearl Harbor 11 October 1958

July 1958, sailing to Naples, through the Suez Canal to India and Japan, and back to San Diego after operations with the 7th Fleet in its constant peace-keeping vigil off Formosa. She returned to Newport via the Panama Canal 24 November 1958.

In the Mediterranean from August 1959–February 1960 *Hale* continued a peace-keeping and goodwill role. She returned to Newport 26 February 1959. After a period of important experimental work in anti-submarine warfare with nuclear submarines, *Hale* decommissioned at Boston 30 July 1960. She was transferred to Colombia 23 January 1961 under the Military Assistance Program and now serves as *Antioquia* (DD–01).

Hale received six battle stars for World War II service.

Hale, Roy O., see *Roy O. Hale* (DE–336)

Haleakala

An extinct volcano located on the eastern end of the island of Maui, Hawaii, meaning House of the Sun.

(AE–25: dp. 8,300 lt.; l. 512′; b. 72′; dr. 29′ s. 20 k.; cpl. 331; a. 4 3″; cl. *Suribachi*)

Haleakala (AE–25) was launched 17 February 1959 by Bethlehem-Sparrows Point Shipyard, Inc., Baltimore, Md.; sponsored by Mrs. Maurice E. Curts, wife of Vice Admiral Curts; and commissioned 3 November 1959, Captain Miles P. Refo, III, in command.

After shakedown out of Guantanamo Bay *Haleakala* transited the Panama Canal and visited Chile and Costa Rica before arriving San Francisco 17 March 1960. The fifth of a new class of ammunition ships designed from the hull up for carrying and transferring at sea the latest in munitions and guided missiles, *Haleakala* spent the first part of April with *Vega* conducting replenishment exercises to test new equipment.

Haleakala departed San Francisco 7 July 1960 on her first Western Pacific deployment. Visiting Pearl Harbor, Yokosuka, and Sasebo, she provided services to various units of the 7th Fleet before returning to Port Chicago, Calif., 19 December 1960.

Haleakala departed on her second deployment to the Western Pacific 18 April 1961 and again serviced units of the 7th Fleet, returning to Port Chicago 8 September. In October, in company with *Mount Katmai*, she steamed to Long Beach to participate in Exercise "Covered Wagon", an effort to test realistically a representative Attack Carrier Strike Force in all of its wartime tasks in the face of opposition similar to that which might be expected of a potential enemy.

Haleakala made two subsequent deployments to the Western Pacific between 29 May 1962 and February 1964. She arrived Todd Shipyard, Inc., Seattle, 28 February 1964 for overhaul and modernization to increase her efficiency and safety. With conversion completed by May 1965, through the fall of 1965 *Haleakala* participated in Operation "Baseline." On 20 November she sailed for Yankee Station via Pearl Harbor to support combat operations in Vietnam, returning to Subic Bay 31 December.

Most of 1966 was spent on another WestPac deployment. *Haleakala* departed Subic Bay 23 August for the West Coast, arriving San Francisco 12 September. After training exercises off Mare Island through December, *Haleakala* returned for further replenishment operations off Vietnam into 1967.

Half Moon

A bay on the coast of California south of San Francisco.

(AVP–26: dp. 1,766; l. 310′9″; b. 41′2″; dr. 13′6″; s. 18 k.; cpl. 215; a. 2 5″; cl. *Barnegat*)

Half Moon (AVP–26), a small seaplane tender, was originally designed as a motor torpedo boat tender and designated AGP–6. She was launched by Lake Washington Shipyards, Houghton, Wash., 12 July 1942; sponsored by Mrs. T. A. Gray; redesignated AVP–26 on 1 May 1943; and commissioned 15 June 1943, Comdr. W. O. Gallery in command.

Half Moon spent her first months in shakedown training off California, and was then assigned to the Pacific Fleet. Departing San Diego 25 August 1943, she embarked a Marine air group at Pearl Harbor and steamed into Vila Harbor, New Hebrides, 14 September. The tender then sailed to Brisbane, Australia, and thence to Namoai Bay, on Sariba Island, New Guinea, arriving 6 October. At Namoai Bay *Half Moon* began her tending duties. Her embarked squadron, flying PBY "Catalina" aircraft, conducted night antishipping strikes in the New Guinea area. With the able support of tenders like *Half Moon* these missions—"Black Cat" strikes—achieved important results in the destruction of Japanese transports.

Half Moon departed for Brisbane 21 December 1943, remained until 10 February 1944, and then steamed into a succession of New Guinea ports on the way to her new operating base, Finshafen. There the tender resumed her support of seaplane operations in the New Guinea theater.

After tending seaplanes on rescue missions from Humboldt Bay in May, *Half Moon* spent several months pinch-

USS *Haleakala* (AE–25) in July 1965

hitting for transports in the Pacific area, stopping at Brisbane, Manus, Milne Bay, and other ports. She took up "Black Cat" operations again 25 August 1944 from Middleburg and later Morotai. Steaming out of Morotai 6 October, *Half Moon* joined a small convoy en route to Leyte Gulf to assist in the developing operations for the recapture of the Philippines. They arrived Leyte Gulf 21 October, aud *Half Moon* immediately steamed down the eastern coast of Leyte in search of a proper anchorage for her seaplane operations.

Anchoring in Hinamangan Bay, *Half Moon* came under air attack 23 October, and soon realized that her anchorage was a rendezvous point for Japanese planes attacking Leyte. Late 24 October *Half Moon*'s radar began to pick up two large surface units converging and it was soon clear that she was to be a witness to the last engagement between batte lines of surface ships—the Battle of Surigao Strait. The tender cautiously slipped out from behind Cabugan Grande Island and was given permission to proceed up the coast of Leyte between, but well to the west of the two fleets. She watched the spectacle of Admiral Oldendorf's big guns pounding the Japanese ships, and after the battle returned to Hinamangan Bay. Another fierce air attack, however, soon conviuced the captain that San Pedro Bay, further north, offered a more hospitable base for operation.

Half Moon weathered two severe storms, 29 October and 8 November 1944, and operated with her seaplanes in Leyte Gulf until 27 December. She was then designated as part of the support convoy for the Mindoro Landing, and departed for Mangarin Bay 27 December. The convoy, known as "Uncle plus 15", encountered some of the most prolonged and determined air attacks of the war as the Japanese strove mightily to prevent reinforcements at Mindoro. Air cover provided by land-based aircraft stopped only some of the attackers. Suicide planes, bombs, and strafing hit many ships. Liberty Ship *John Burke*, loaded with ammunition, exploded leaving virtually no trace after a kamikaze hit, tanker *Porcupine* and tender *Orestes* were severely damaged, and other ships also suffered hits.

Nevertheless the convoy drove through giving the Japanese planes a hot time with the concentrated AA fire. During these 3 days, gunners on *Half Moon* and the other ships were at their stations round the clock, *Half Moon* accounting for at least two and possibly four of the attacking aircraft.

The convoy arrived at Mindoro 30 December, air attacks continued. On 4 January during one of these a large bomb skipped over *Half Moon*'s fantail, falling to explode. The tender remained in Mangarin Bay tending seaplanes until returning to Leyte Gulf 17 February.

Following the victorious Philippine invasion, *Half Moon* sailed to Manus and Humboldt Bay. On 30 May, she got underway for the Philippines again, arriving Tawi Tawi, Sulu Archipelago, 11 June. She supported seaplane antisubmarine searchers from Tawi Tawi Bay until early August, and then carried out the same mission from Mangarin Bay, Mindoro.

Following Japan's surrender, *Half Moon* proceeded to Subic Bay, Philippines, and from there got underway for Okinawa 30 August. The afternoon of the next day signs of a storm were evident and by 1 September *Half Moon* was engulfed in a raging typhoon, with winds up to 120 knots and barometer readings of 27.32. Smart seamanship allowed her to weather the storm, and she arrived safely at Okinawa 4 September.

Half Moon departed Okinawa for Manila 1 October, operated in that area for about a month, and departed 7 November for deactivation. She arrived Seattle 1 December 1945 steamed to San Diego 12 April 1946, and decommissioned there 4 September 1946. Placed in reserve, she was taken out, refitted, and loaned to the Coast Guard in September 1948. *Half Moon* continues in the 1960's to serve as a weather ship under the Coast Guard. Based at Staten Island, N.Y., she collects weather data in the Atlantic Ocean, and acts as an emergency air rescue ship.

Half Moon received two battle stars for World War II service.

Halfbeak

A garlike fish with a beak formed by an extension of the lower jaw, found in warmer seas.

(SS–352: dp. 1,526; l. 311'9"; b. 27'3"; dr. 15'3"; s. 20.3 k.; cpl. 66; a. 1 5", 10 21" tt.; cl. *Balao*)

Halfbeak (SS–352) was lauuched 19 February 1946 by the Electric Boat Co., Groton, Conn.; sponsored by Mrs. William Craig; and commissioned 22 July 1946, Comdr. Evan T. Shepard in command.

After shakedown in the Caribbean and along the Latin American coast to the Canal Zone, Ecuador, and Colombia, *Halfbeak* spent the next 3 years in training operations and fleet exercises out of New London, Conn., where she was part of SubRon 8. Entering the Portsmouth, N.H., shipyard 12 September 1949, *Halfbeak* was converted to a "Guppy" type. Fitted with a snorkel to enable her to stay submerged for loug periods of time and distiuguished by a greatly streamlined superstructure, *Halfbeak* left Portsmouth 13 January 1950 to work with the Research and Development Group at New London. While conducting tests on special underwater sound equipment, she made a cruise to English waters, operating off Jan Mayen Island, in the winter of 1951.

Halfbeak was engaged in further Caribbean exercises until 10 November 1954, when she sailed for her first Mediterranean cruise. Having visited Gibraltar, Naples, Marseilles, Lisbon, and Valencia, Spain, the submarine returned to New London 2 February 1955. A similar cruise in 1956 was punctuated by the Suez Crisis, and *Halfbeak* remained in the eastern Med operating with the 6th Fleet until January 1957 helping to maintain the peace in that crucial region. Her duties took another turn as 28 July 1958 she departed for the Arctic, where with the nuclear submarine *Skate* she operated under and around the polar ice pack to gather information in connection with the International Geophysical Year. During these operations, *Skate* sailed under the Arctic ice pack to reach the North Pole 11 August and continued to cruise freely there repeating the visit 6 days later.

Local operations and exercises, primarily submarine and fleet maneuvers in the Caribbean but also NATO maneuvers, occupied *Halfbeak* until 1963, when she resumed her role testing and evaluating sonar and other underwater sound equipment out of New London.

Halford

William Halford was born in England 18 August 1841, and enlisted in the Navy in 1869. While serving on board *Saginaw*, which had run aground near Midway 29 October 1871, Halford was one of four who volunteered to sail the ship's boat 1,500 miles to Honolulu for help. After great suffering the party reached Kauai Island 19 December after 31 days at sea. In attempting to land through the heavy surf, all but Halford were drowned, but he managed to reach shore and bring help to his shipmates in *Saginaw*. Halford received a commendation for his bravery and served until 1910, when he retired. Promoted to Lieutenant on the retired list, he returned to the Navy in 1917 and died 7 February 1919 at Oakland, Calif.

(DD–480: dp. 2,050; l. 376'5"; b. 39'8"; dr. 13'9"; s. 37 k.; cpl. 273; a. 4 5", 10 40mm., 7 20mm., 5 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Halford (DD–480) was launched 29 October 1942 by the Puget Sound Navy Yard, Bremerton, Wash.; sponsored by Miss Eunice Halford, daughter of Lieutenant Halford; and commissioned 10 April 1943, Lt. Comdr. G. N. Johansen in commaud.

In 1943 when the struggle in Pacific was raging the Pacific Fleet prepared for its mighty sweep across Micronesia. In an effort to strengthen the "seeing eyes"

of our fleet, *Halford* was one of six destroyers constructed with a cruiser catapult and scout observation plane. She departed San Diego 5 July en route Pearl Harbor arriving 5 days later. For the next 3½ months *Halford* was to test the feasibility of carrying scout planes on small vessels. Because of tactical changes and our growing aircraft carrier strength *Halford* returned to Mare Island 27 October 1943 for alterations which replaced the catapult and scout plane.

By 6 December, with increased fighting power and a new profile, *Halford* again departed for the South Pacific. She called at Pearl Harbor, Funafuti, Espiritu Santo, and Tutuila, Samoa; then took up convoy duties which included a Christmastime assignment of protecting enormous troopship *Lurline* with Marine reinforcements embarked for Guadalcanal. Arriving Guadalcanal she assumed command of the antisubmarine screen and took up station off Lunga Point. In addition to Guadalcanal *Halford* supported the beachhead at Bougainville, screening supply trains and participating in coastal bombardments.

Anti-shipping sweeps on New Ireland's east coast, punctuated by counter-battery fire off East Buka Passage made tense and exciting days for *Halford*, *Waller* and *Wadsworth* during January 1944—a month which also saw the destruction by this three ship task force, of strategic Japanese facilities on Choiseul Island.

Halford next became flagship for Admiral T. S. "Ping" Wilkinson's Green Islands Attack Force. Carrying Major General Barrowclough's 3d New Zealand Division Admiral Wilkinson's destroyer-transport group sortied from Vella Lavella and the Treasuries, 12–13 February, arrived off Barahun Island at 0620, D–day 15 February and lowered their landing craft fully manned.

Halford took up station off Green Island and began patrolling while unloading operations proceeded. At 0940 General Barrowclough, RNZA, and staff disembarked to land on Green Island. Within 2 hours after the inital landing all New Zealand forces were ashore; 5800 men were landed during D-day, 15 February. The fact that such a force could put thousands of troops ashore virtually without opposition 115 miles from Rabaul demonstrated the might and mobility of our fleets in the Pacific.

Halford next joined a destroyer squadron to make shipping sweeps off the west coast of New Ireland. On the night of 24–25 February 1944, *Halford* and *Bennett* sank two small coastal ships and severely damaged a patrol vessel. For the next 3 days *Halford* carried out her sweeps south of the strong Japanese naval base of Truk then returned to Purvis Bay for supplies.

Spring of 1944 found *Halford* busily escorting supply units to the northern Solomon Islands. *Halford* then prepared for the longest cruise of her career— commencing early in June with the campaign for the Marianas.

The initial phase of Operation "Forager" which kept *Halford* at sea for 75 days was the bombardment of Tinian's west coast defenses, followed by night harassing fire and the screening of heavy shore bombardment units. 17 June *Halford* joined the battle line of Admiral Marc A. Mitscher's famed Task Force 58 for the greatest carrier action of all time; the Battle of the Philippine Sea. 19 June found *Halford* in the first phase of the battle—the "Marianas Turkey Shoot" as repeated enemy carrier strikes were shot down by surface fire. In the 2-day battle of the Philippine Sea the Japanese Fleet lost 395 of its carrier planes, 31 of its float planes, and three carriers.

While Guam footholds were being secured *Halford* covered beach demolition units giving close bombardment support to assault troops and rescuing a number of friendly natives who had escaped through Japanese lines. *Halford* then joined the Angaur Fire Support Group in the bombardment of Angaur Island (4–21 September 1944).

Halford turned next to the campaign for the recapture of the Philippines. Joining Admiral J. B. Oldendorf's Fire Group of the Southern Attack Force, *Halford* participated in the pre-invasion bombardments in Leyte Island. Then, on 24 October, when Admiral Kinkaid estimated that Admiral Mishimura's Southern Force would try to enter Leyte Gulf via Suriago Strait, *Halford* prepared for the Battle of Suriago Strait (24–25 October 1944). That night and in the early morning hours of 25 October *Halford* witnessed virtually the complete destruction of the Japanese Southern Force except for destroyer *Shigure*. American casualties totaled 39 men killed and 114 wounded, most of them in destroyer *Albert W. Grant*. Admiral Oldendorf said after the battle, "My theory was that of the old-time gambler: 'Never give a sucker a chance.' If my opponent is foolish enough to come at me with an inferior force, I'm certainly not going to give him an even break."

After the epochal Battle of Leyte Gulf, which broke the back of Japanese sea power, *Halford* departed Leyte Gulf 1 November 1944 and took up operations with the 3d Fleet out of Ulithi until 2 December when she returned to Leyte as part of the covering force for the landings. On 6 December she was dispatched to escort damaged SS *Antone Sautrain* into Leyte but the ship was lost in air attack. Returning to Leyte *Halford* next escorted supply echelons to Ormoc Bay and troopships to Mindoro.

In the afternoon of 2 January 1945 *Halford* sortied from Hollandia to escort transports of Task Force 79 to Lingayen Gulf for the occupation of Luzon Island; delivering the transports safely despite heavy air attack she commenced patrolling the entrance to the Gulf. Then on the afternoon of 11 January *Halford* took part in the shipping strike on San Fernando Harbor in which three small cargo ships, a landing craft, and several barges were sunk. Next morning she took part in the bombardment which neutralized the town of Rosario.

On 14 February, while patrolling Saipan Harbor, in a smoke screen, *Halford* rammed M.S. *Terry E. Stephenson*. Although there were no injuries, it necessitated *Halford*'s return to Mare Island, where she arrived 24 March 1945.

27 May 1945 *Halford* departed San Diego on her way west again. She proceeded to the Marshall Islands via Pearl Harbor where she escorted transports from Eniwetok to Ulithi. 11 August *Halford* departed Eniwetok en route Adak, Alaska as a unit of the Northern Pacific Fleet. With a task force composed of light carriers, cruisers and destroyers, *Halford* departed Adak 31 August and steamed into Ominato, Northern Honshu, Japan 12 September. Under the direction of Admiral Frank Jack Fletcher, this force was responsible for the initial occupation of the Ominato Naval Base and surrounding areas.

With Admiral Fletcher's Task Group, *Halford* cleared Ominato 20 September returning to Adak 5 days later, thence on via Kodiak to Juneau for Navy Day.

Halford departed Juneau, Alaska, 1 November 1945 and arrived Bremerton, Wash., 3 days later to begin inactivation overhaul. She departed Bremerton 23 January 1946. She joined the Pacific Reserve Fleet at San Diego 28 January and decommissioned there 15 May 1946. She remains berthed at San Diego.

Halford received 13 battle stars for World War II service.

Halibut

A large species of flatfish found on both sides of the Atlantic.

I

(SS–232: dp. 1526; l. 311'8"; b. 27'4"; dr. 15'3"; s. 20 k.; cpl. 60; a. 1 3", 10 21" tt.; cl. *Gato*)

Halibut (SS–232) was launched by Navy Yard, Portsmouth, N.H., 3 December 1941; sponsored by Mrs. P. T. Blackburn; and commissioned 10 April 1942, Comdr. P. H. Ross in command.

Halibut completed her outfitting and shakedown cruise 23 June 1942 and departed for the Pacific, arriving Pearl Harbor 27 June. Assigned to the Aleutian Islands area for her first war patrol, she departed 9 August from Hawaii. After searching Chichagof Harbor and the waters off Kiska Island, the submarine engaged in an

indecisive gunnery duel with a freighter 23 August. Finding few targets, she terminated her patrol at Dutch Harbor 23 September.

Her second patrol was also off the Aleutians. She departed Dutch Harbor 2 October 1942 and surfaced for a torpedo attack on what appeared to be a large freighter 11 October. The ship, a decoy "Q-boat" equipped with concealed guns and torpedo tubes, attacked *Halibut* with high explosive shells and a torpedo as the submarine took radical evasive action to escape the trap. After eluding her assailant she returned to Dutch Harbor 23 October and Pearl Harbor 31 October 1942.

Halibut departed Pearl Harbor 22 November for her third war patrol, off the northeast coast of Japan. She began stalking a convoy the night of 9 December and early the next morning closed for the attack. A hit amidships sank *Genzan Maru;* swinging to starboard, *Halibut* put two torpedoes squarely into *Shingo Maru*, sinking her as well. Her success continued as *Gyukozan Maru* was sent to the bottom 12 December. *Halibut* made two more attacks on this patrol, each time being closely pursued by escort vessels, before returning to Pearl Harbor 15 January 1943.

The submarine sailed from Pearl Harbor again 8 February 1943 on her fourth war patrol. Heading for the Japan-Kwajalein shipping lanes she tracked a freighter the morning of 20 February and closed to sink her that night. While northeast of Truk 3 March she detected a large ship and attacked, but was driven off by the fire of deck guns. *Halibut* returned to Pearl Harbor from this patrol 30 March.

Halibut began her fifth war patrol 10 June and made her first attack 23 June. No hits were scored and the submarine was forced to wait out a severe depth charge attack. She damaged an escort carrier off Truk 10 July, and finally returned to Midway 28 July 1943.

The coast of Japan was *Halibut*'s cruising ground on her sixth war patrol. Departing Midway 20 August she sank *Taibun Maru* 30 August with three bow shots. Pressing home another attack 6 September, she was sighted but completed the approach to sink the freighter. *Halibut* completed this patrol 16 September, arriving at Pearl Harbor.

Halibut sailed from Pearl Harbor on her seventh war patrol 10 October. She made an unsuccessful attack on a convoy 31 October, was held down temporarily by escorts, and finally caught up with the same ships 2 November to sink *Ehime Maru.* She returned to Pearl Harbor 17 November.

On her eighth war patrol, beginning at Pearl Harbor 14 December, *Halibut* formed a coordinated attack group with *Haddock* and *Tullibee.* Cruising in the Marianas, the submarine scored no hits, returning to Midway 2 February 1944.

Halibut departed on her ninth war patrol 21 March. Cruising eastward of Okinawa 12 April she sank passenger-cargo ship *Taichu Maru*, and fired six torpedoes to separate a convoy 27 April. Closing in on a ship separated from the group, *Halibut* sank *Genbu Maru*, then shifted her attack to coastal minelayer *Kanome*, sinking her also. The submarine was then forced into evasive action as some ninety depth charges were dropped close aboard. Surfacing off the northeastern shore of Kume Shima 29 April she bombarded two warehouses and other buildings with her deck gun, and made an attack on a group of sampans with gunfire 3 May. With men critically wounded in the gun battle she returned to Pearl Harbor 15 May 1944. She then sailed for overhaul to San Francisco from which she returned to Hawaii 20 September 1944.

On her tenth war patrol *Halibut* again joined a coordinated attack group, this time with *Haddock* and *Tuna.* While proceeding to Luzon Strait, the submarines were ordered to set up scouting lines to intercept crippled units of the Japanese fleet retiring after the Battle off Cape Engano. *Halibut* encountered the remnants of Admiral Ozawa's force 25 October and attacked inflicting some damage. After pursuing other units until the following day, *Halibut* returned to station. The sub's next contact came 14 November when she attacked a convoy in Luzon Strait. She was immediately attacked in turn by planes apparently using magnetic airborne detectors. A short but effective depth charge attack directed by the aircraft left *Halibut* severely damaged but still under control. Her crew made temporary repairs and she steamed into Saipan 19 November. The gallant submarine received the Navy Unit Commendation for her performance on this patrol.

Halibut arrived San Francisco via Pearl Harbor 12 December 1944. Later she sailed 16 February 1945 for Portsmouth, N.H., where it was found that her damage was too extensive to justify repair. She decommissioned 18 July 1945 and was sold for scrap 10 January 1947 to Quaker Shipyard and Machinery Company of Camden, N.J.

Halibut received seven battle stars for World War II service. War patrols 3 through 7, 9 and 10 were designated successful.

II

(SSG(N)–587: dp. 3,655 (surf.), 5,000 (subm); l. 350′; b. 29′; dr. 28′; s. classified; cpl. classified; a. 1 Reg. mis., 16 21″ tt.; cl. *Halibut*)

Halibut (SSG(N)–587) was launched by Mare Island Naval Shipyard, Vallejo, California, 6 January 1959; sponsored by Mrs. Chet Holifield, wife of Congressman Holifield of California; and commissioned 4 January 1960, Lt. Comdr. Walter Dedrick in command.

Halibut had the distinction to be the first submarine in the world designed and built from the keel up to launch guided missiles. Intended to carry the Regulus I missile, *Halibut* departed for her shakedown cruise 11 March. On

USS *Halibut* (SS–232) in February 1942—Extreme damage from depth charges forced *Halibut* off the patrol line in November 1944.

13 November 1944 (Continued)

and tide rips made this impossible, sweeping us toward DIOGO ISLAND. Unable to make headway in desired direction after 3 hours, and after broaching for 3 minutes, patrolled to northward along east coast of islands.

1922 Surfaced. Proceeded west of BATAN ISLANDS to probable convoy route.

14 November 1944.

0335 AIRCON #12. ~~SJ contact at 16,000 yards.~~ Maneuvered to avoid.

0455 AIRCON #13. ~~SJ contact at 16,000 yards.~~ Sighted exhaust flames of twin-engine plane. Followed plane back and forth by sight and radar at various ranges. Plane radar interference on APR. When plane settled on our starboard quarter and started in, at

0503 Dived with range 6,500 yards.

0537 Surfaced.

0551 AIRCON #14. ~~SJ and sight contact, range about 14,000 yards.~~ Maneuvered, and lost contact at 0617.

0647 Dived to patrol along estimated traffic route.

1146 SHIPCON #10. Sound heard pinging bearing 154°T. Nothing in sight, but speeded up, heading for contact, and at

1222 Sighted tops of northbound convoy. Started closing at high speed.

1232 Can now make out one very large and two smaller freighters and three PC boat escorts.

1244 Fourth freighter seen. Convoy consists of one large modern freighter, 2 medium freighters, and one small engines-aft ship. Escorts in sight are three class PC-13 boats and one other small escort. These are all on our side of the convoy and there may be other escorts on the far side. Chose the large freighter as target. It is zigging at about four minute

14 November 1944 (Continued)

intervals. Continued approach at high speed. Much pinging.

1319-40 to 1320-22 — Fired 4 bow tubes at the large freighter on 60 starboard track, small gyros, torpedo run 3,100 yards. This is the closest we can get. A freighter in the far column is overlapping our target, giving two continuous target lengths. Unfortunately, the three minute torpedo run will give the target time to zig once more.

1324-10 — One explosion heard in forward torpedo room and conning tower. Did not see explosion but the freighter in the far column is now making black smoke and dropping astern. Time interval is correct for a hit in this ship. Swinging for stern tube shots. Escorts have not found us yet. Over 2,000 yards away with large angles on bow.

1324-34 — Sound reported another torpedo explosion.

1326(about) — Heard strange, loud, fast, buzzing noise. See paragraph J.

1327-45 — Heavy explosion to port. Went deep.

1328 — Heavy explosion.

1331 — Three heavy explosions, close. At 325 feet.

1348 — One close depth charge, damaging conning tower. Secure conning tower. Two escorts heard, one pinging on either quarter.

1350 — Several close depth charges, very loud, shaking the boat violently, and pushing us down to feet. These came so nearly together it was not possible to count them accurately, but believe two patterns of four were dropped. Much minor damage was evident, everything loose was displaced, and both gyros knocked out. All damage is listed under Paragraph K, but the following are the more interesting events:

The forward torpedo room was particularly hard hit. The skids, with their torpedoes, jumped one foot up, damaging the torpedoes, all deck plates were dislodged, and all personnel were thrown into the bilge, one man

14 November 1944 (Continued)

being sure he was going through the bottom of the boat. All sea valves spun open, and the escape trunk leaked, but they soon brought matters under control. The pressure hull and tank tops were wrinkled and numerous bolts sheared. Meanwhile the line from #1 air bank in the forward battery well carried away. The rush of high pressure air, and the combined odors of hair tonic, shaving lotion, glyptol, and food, caused the personnel in the compartment to believe it was flooding and that chlorine gas was escaping, hence, they abandoned and secured the compartment. #1 bank bled down, creating over 50# pressure in the compartment. This prevented opening the after door or the flappers. Since the forward door opens into the torpedo room, ordered that room to crack the door carefully, checking for chlorine gas, and letting the pressure equalize if no gas was present. By opening this door the pressure in the two compartments was reduced to 28#. Began to bleed the pressure into the control room through the trim line hose connections. This was a long, very noisy process, but finally were able to jack the door open and help the men in the forward rooms. Both sound heads could be trained in hand, but with difficulty, and in the great heat and pressure the men were working to exhaustion. On surfacing found that a depth charge had exploded on or very close to the 4" gun (forward), for the breech cover was smashed and punctured, and, the chamber pushed to port. For some reason, the Japs shoved off. A little persistence would have paid off handsomely. The beating the ship took and survived brings our admiration and respect to the men who designed her, the people who built the HALIBUT, and those who recently overhauled her at Bethlehem Steel Company.

1645 At periscope depth; all clear.

1910 Surfaced. Set course to westward.

2120 SJ radar interference. Contacted PINTADO by radar and asked her to close to visual range. Gave her information to be relayed to Comsubpac and requested that she standby until repairs are made to our radio. Set course for SAIPAN following PINTADO.

2308 Gyro compass back in commission.

I. J. GALANTIN
COMMANDING

the way to Australia 25 March she became the first nuclear powered submarine to successfully launch a guided missile. The submarine returned to Mare Island Shipyard 18 June 1960, and after short training cruises departed 7 November for Pearl Harbor and active service with Pacific Fleet. During her first deployment she successfully launched her seventh consecutive Regulus I missile during a major Southeast Asia Treaty Organization weapons demonstration. Returning to Pearl Harbor 9 April 1961, *Halibut* began her second deployment 1 May. During the months that followed she participated in several guided missile launching exercises and underwent intensive training.

Halibut deployed for the third time to the Western Pacific in late 1961, establishing a pattern of training and readiness operations followed through 1964. On 4 May 1964 *Halibut* departed Pearl Harbor for the last Regulus missile patrol to be made by a submarine in the Pacific. Then, from September through December, *Halibut* joined eight other submarines in testing and evaluating the attack capabilities of the *Permit* Class submarines.

In February 1965 *Halibut* entered Pearl Harbor Naval Shipyard for a major overhaul, and on 15 August she was redesignated SS(N)–587. The nuclear attack submarine sailed from Pearl Harbor 6 September for the West Coast, arriving Keyport, Wash., the 20th. On 5 October she departed Keyport for Pearl Harbor and, after an 8-day stopover at Mare Island, Calif., arrived 21 October. *Halibut* then began ASW operations in the area, continuing through 1966 and to date in 1967 adding powerfully to the deterrent strength of the United States in the Pacific.

Hall

Elijah Hall, born 8 December 1742, in Raynham, Mass., was appointed Lieutenant in the Continental Navy 14 June 1777, to serve in the frigate *Ranger* under John Paul Jones. *Ranger* sailed for France 1 November 1777, taking two prizes en route, then put to sea from Brest 10 April 1778, to cruise in the Irish Sea. Hall took part in the capture of several vessels, the landing at St. Mary's Isle 23 April, and the capture of *Drake* next day. Hall commanded the prize crew which took *Drake* into Brest. Hall continued to serve as Lieutenant of *Ranger* until he was captured at Charleston, S.C., 12 May 1780. Released after the end of the war, Hall settled in Portsmouth, N.H., in 1818 and held various community positions until his death there 22 June 1830.

(DD–583: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 35 k.; cpl. 273; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Hall was laid down by Boston Navy Yard 16 April 1942; launched 18 July 1942; sponsored by Mrs. Elizabeth Williams Greenleaf, great-granddaughter of Lt. Elijah Hall; and commissioned 6 July 1943, Comdr. J. F. Delaney in command.

Hall departed Boston 11 August 1943, for shakedown training off the East Coast, then reported for duty at Norfolk 28 September. As escort for French transport *Richelieu*, she sailed for Boston 2 October, returning 3 days later. She continued escort duties in the Norfolk and Boston areas until departing 5 November for special duty with *Halligan* and *Macomb*. The three destroyers rendezvoused at sea with battleship *Iowa*, carrying President Roosevelt and other dignitaries to the historic Teheran Conference. After a safe crossing, the escorts were relieved of their duties near Gibraltar 17 November. They performed escort and antisubmarine search duties off western Africa until 6 December, then rejoined *Iowa* for the return voyage of the President and his party.

Ordered to the Pacific, *Hall* departed Charleston 21 December arrived Pearl Harbor 11 January 1944. She cleared Hawaii 22 January with Rear Admiral Turner's Expeditionary Force bound for the capture and occupation of the Marshall Islands, a giant step across the Pacific toward Japan. Sent with three cruisers and three other destroyers on a special mission to wreck the airfields on Tarao Island during the invasion, *Hall* joined in the devastating bombardment of that island 30 January. Her guns knocked out a gasoline dump with a tremendous explosion, hit several gun emplacements, and then screened the larger ships during the remainder of the firing. Tarao effectively neutralized, the ships then sailed for Kwajalein and the main assault.

Hall carried out varied duties during the month-long invasion of the islands. She supported the landing of troops on Burnet Island 4 February; covered the landings of Engebi Island and supplied gunfire support 18 February; and furnished starshell illumination for landings 22 to 23 February on Parry Island. After an escort voyage with transports to Pearl Harbor and back between 29 February and 26 March, *Hall* was assigned patrol and lifeguard duties in the Kwajalein area. While searching for a downed Marine flyer 4 April near Wotje she received two 6-inch shells close aboard from an enemy shore battery. Suffering one sailor killed, she returned the fire, continued her search, and finally rescuing the airman. *Hall* continued her effective role in the overwhelming amphibious victory until departing Majuro atoll 12 May for Pearl Harbor, where she arrived 18 May.

Hall next joined the escort for a group of 12 fleet oilers whose job it was to supply vital fuel to units of the 5th Fleet during the Marianas operations. She made two fueling voyages from Majuro to the Marianas, then shifted her base to Seeadler Harbor, Admiralty Islands, 26 August to screen refueling and replacement units during the operations for the capture of the Carolines. *Hall* continued this duty until 24 November.

Getting underway from Manus 29 November, *Hall* steamed to Humboldt Bay, New Guinea, to join 7th Fleet for the developing invasion of the Philippines. Convoying troop-laden amphibious ships, she arrived Leyte Gulf 7 December 1944, and 4 days later steamed out of San Pedro Bay for Mindoro Island with the Mindoro Attack Group. As the ships passed through Surigao Strait and into the Sulu Sea, they underwent frequent severe air attack, but the escort ships succeeded in downing four aircraft 13 December. *Hall* and the other escorts supported the landings at Mangarin Bay 15 December; and, as Japanese planes bombed and strafed the first wave of assault troops, *Hall* patrolled and fired from her station to seaward of the landing craft. The gunfire and covering aircraft splashed 15 dive-bombers during the initial landings.

After two escort voyages to Leyte Gulf, *Hall* joined Admiral Oldendorf's support force for the landings at Lingayen Gulf. Sailing 30 December, she steamed via the Sulu Sea for Luzon. On 3 January 1945, the group encountered desperate, but determined, enemy air strikes, which were repelled by tight air cover and effective gunfire. The Japanese attacks intensified, however; and the ships remained at nearly continuous battle stations for more than 4 days. Brave men in these gallant ships inflicted heavy damage on the attackers. Japanese kamikazes, in turn, fatally hit *Ommaney Bay* (CVE–79) 4 January, and the burning, abandoned escort carrier was sunk by American torpedoes. The next 2 days brought even heavier Japanese attacks. Despite the withering curtain of fire laid down by *Hall* and other ships of the group, the suicide raiders crashed more than 16 ships, including *California* (BB–44) and *New Mexico* (BB–40). Undaunted, the valiant ships bore the brunt of the kamikazes with resolute courage and determination. In doing so, they repelled the menace of the suicide planes and saved the transport and assault forces from certain destruction.

Following the successful amphibious assaults in Lingayen Gulf 9 January, *Hall* continued to operate in the Gulf where she served as an escort and screen ship. Later in the month she returned to Leyte before departing for Ulithi 29 January. At Ulithi *Hall* joined in the preparations for the upcoming Iwo Jima operation. On 15 February she joined a fire support unit, which included flag-

ship *Texas*, west of Saipan and set course for Iwo Jima. The force arrived off Iwo the next day; and, after joining in a heavy shore bombardment, *Hall* covered underwater demolition teams and furnished close fire support for minesweepers until the troops stormed ashore 19 February. After performing additional patrol and close fire support missions during this fiercely fought and stratigically important invasion, *Hall* returned to Ulithi 12 March to prepare for the invasion of Okinawa, the last step on the long, bloody road to the heart of the Japanese Empire.

Hall departed for Okinawa 21 March with Task Force 54. She began patrolling off that fiercely contested island 25 March. Her gunfire drove off two Japanese torpedo boats 30 March, and shot down two aircraft 6 April. Continuing her operations she covered minesweepers with gunfire, screened heavy units of the fleet, and provided close support gunfire until steaming to Leyte 28 May. She soon returned to the scene of the action, arriving back at Okinawa 13 June. Her lookouts observed *Twiggs* strike a mine off the beach 16 June. *Hall* immediately came to the rescue, pulling 48 survivors from the water.

Detached from duty off Okinawa 23 June, *Hall* sailed for the United States. She was in overhaul status at San Pedro, Calif., when news of the Japanese surrender came. She reported to San Diego for inactivation, and decommissioned 10 December 1946, and entered the Pacific Reserve Fleet at Long Beach. The destroyer was taken out of reserve 2 December 1959, and, after a training period was loaned to Greece under the Military Assistance Program 9 February 1960, where she now serves as *Lonchi* (D–56).

Hall received eight battle stars for World War II service.

Hall, Earle B., see *Earle B. Hall* (DE–597)

Halligan

John Halligan, born 4 May 1876 in South Boston, Mass., graduated from the Naval Academy at the head of his class in 1898. He served during the Spanish-American War in *Brooklyn*, flagship of Commodore Schley. During World War I he was chief of staff to Commander, U.S. Naval Forces, France, and for his outstanding performance of duty he received the Distinguished Service Medal. After the Armistice, he commanded *Ohio*, and in 1925 became chief of the Bureau of Engineering. Subsequently, he commanded *Saratoga*, served as Assistant Chief of Naval Operations in 1930, and in 1933 became Commander Aircraft, Base Force. Appointed Rear Admiral in 1930, Halligan died at Puget Sound, Wash., 11 December 1934, while serving as Commandant, 13th Naval District.

(DD–584: dp. 2,050; l. 376'6"; b. 39'8"; dr. 13'; s. 35 k.; cpl. 273; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Halligan (DD–584) was laid down 9 November 1942 by Boston Navy Yard, Boston, Mass.; launched 19 March 1943; sponsored by Mrs. John Halligan, widow of Admiral Halligan; and commissioned 19 August 1943, Comdr. C. E. Cortner in command.

After shakedown off Bermuda, *Halligan* in mid-November joined *Iowa* carrying President Roosevelt and his party en route to the historic Teheran Conference. She served as part of the escort screen to Casablanca, then for the next few weeks conducted anti-submarine operations off North Africa. She rejoined *Iowa* 11 December and steamed to the United States, arriving Charleston, S.C., 17 December.

Assigned to duty in the Pacific, *Halligan* departed Charleston 21 December, reached San Diego, Calif., 4 January 1944, and arrived Pearl Harbor 11 January. As part of Task Force 52, she sailed 22 January for the invasion of the Marshall Islands. Between 31 January and 25 February she operated as a screen and patrol ship during the Kwajalein operations, and she screened and patrolled in the forward area until returning to Pearl Harbor 22 May.

Halligan next joined the screening group for escort carriers *Natoma Bay* and *Manila Bay*, carrying Army fighters for support of the Saipan operation. After launching planes 22 June, the task group was attacked the next day by Japanese dive bombers.

After a period at Pearl Harbor, *Halligan* departed 15 September for Eniwetok and Manus, Admiralties. Arriving Seeadler Harbor 3 October, she joined a task force forming for the invasion of the Philippines. Departing 14 October, she entered Leyte Gulf 20 October and was soon in the thick of the fighting as Japanese planes tried unsuccessfully to dislodge the landing forces. While guarding the transports, she survived almost continuous air attacks; at one point two bombs passed between her stacks and struck the water without exploding. On 25 October she splashed at least two attaacking aircraft, one a two-engined bomber. Later that same day, she departed Leyte to screen the battered escort carriers of "Taffy 3," withdrawing from their courageous battle against Japanese forces off Samar. She joined the carriers 26 October and steamed to Manus, Admiralties, arriving 1 November. While at Manus, she supported rescue operations following the explosion of *Mount Hood* 10 November. Two days later she sailed for Leyte, and she finished the year screening for escort carriers between Leyte and the Admiralties.

Halligan's next assignment was supporting the invasion of Luzon at Lingayen Gulf. Operating as part of Admiral Oldendorf's powerful support forces, she departed the Palaus 1 January 1945, transited Surigao Strait 3 January, and steamed through the Sulu Sea bound for the western coast of Luzon. Penetrating deep into enemy-held territory, the fleet was subjected to vicious kamikaze attacks. *Ommaney Bay* was severely hit 4 January; and after her survivors were rescued, the burning carrier was sunk by torpedoes fired by *Burns* (DD–588). The following day Japanese planes resumed their attacks; despite withering antiaircraft fire which splashed most of the attackers, suicide planes damaged several ships during an afternoon attack. *Halligan* splashed one kamikaze 5 January, then sent rescue and repair parties to assist damaged *Stafford*.

Arriving off Lingayen Gulf 7 January, *Halligan* screened escort carriers and patrolled in search of enemy submarines during the important Lingayen landings 9 January. She remained off the Luzon coast until 17 January when she sailed for Leyte as part of the screen for six escort carriers. Arriving Leyte Gulf 22 January, she sailed for Ulithi the next day and arrived 25 January to prepare for the invasion of Iwo Jima.

Assigned duty as fire support and shore bombardment ship, *Halligan* departed Ulithi 10 February; and, after conducting simulated shore bombardment at Tinian, Marianas, she departed Saipan 12 February for Iwo Jima. On 17 February she served as lifeguard ship north of Iwo Jima during preinvasion air strikes. At dawn she sighted and took under fire a Japanese twin-engined bomber, which attacked the ship from the port bow. Hit repeatedly by accurate gunfire, the attacker dropped a large bomb which landed about 100 yards off the port bow and failed to explode. Burning as it passed over the ship, the enemy plane splashed more than a mile away.

Halligan closed to within 2,700 yards of the shore of Iwo Jima 19 February; and, as the first wave of marines headed for the beach, she joined other ships in providing a heavy support barrage. Her guns destroyed a Japanese shore battery, and she spent much of D-day pounding assigned target areas in support of the main landings. Later that day she joined other destroyers screening for escort carriers, and during the remainder of her duty off Iwo Jima she served as a screen and plane guard ship for offshore carrier operations.

One of the last destroyers to return from the Iwo Jima operation, *Halligan* arrived Ulithi in mid-March. She was soon underway again, this time as part of the

mighty fleet steaming for the invasion of Okinawa—gateway to the heart of the Japanese Empire. Assigned to a fire support unit, she arrived off the southwestern part of Okinawa 25 March and began patrolling between Okinawa and Kerama Retto. In addition she covered minesweepers during sweep operations through waters which had been heavily mined with irregular patterns.

Halligan continued her offshore patrols 26 March. At about 1835 a tremendous explosion rocked the ship, sending smoke and debris 200 feet in the air. The destroyer had hit a moored mine head on, exploding the forward magazines and blowing off the forward section of the ship, including the bridge, back to the forward stack. *PC–1128* and *LSM–194* arrived soon after the explosion to aid survivors. Ensign R. L. Gardner, the senior surviving officer who was uninjured organized rescue parties and directed the evacuation of the living to waiting rescue vessels. Finally, he gave the order to abandon ship as the smoking hulk drifted helplessly.

The gallant *Halligan*, veteran of so many important operations in the Pacific, lost one-half her crew of 300 in the disaster; and only 2 of her 21 officers survived. The abandoned destroyer drifted aground on Tokashiki, a small island west of Okinawa, the following day. There the hulk was further battered by pounding surf and enemy shore batteries. Her name was struck from the Navy List 28 April 1945, and in 1957 her hulk was donated to the government of the Ryukyu Islands.

Halligan received six battle stars for World War II service.

Hallmar III, see *YP–542*

Halloran

William Ignatius Halloran, born 23 July 1915, at Cleveland, Ohio, enlisted in the Naval Reserve as an apprentice seaman 14 August 1940. Commissioned Ensign 12 June 1941, he was assigned to Naval Air Station, San Pedro, Calif., and later to *Arizona*. Ens. Halloran was among those lost in *Arizona* at Pearl Harbor 7 December 1941.

(DE–305: dp. 1,140; l. 289'5"; b. 35'1"; dr. 8'3"; s. 21 k.; cpl. 156; a. 3 3", 4 1.1", 9 20mm., 2 dct., 8 dcp., 1 dep. (h.h.); cl. *Evarts*)

Halloran (DE–305) was laid down by Mare Island Navy Yard, Vallejo, Calif., 21 June 1943; launched 14 January 1944; sponsored by Mrs. L. J. Halloran, mother; and commissioned 27 May 1944, Lt. Comdr. J. G. Scripps in command.

After shakedown, *Halloran* departed California as a convoy escort 31 July arriving Pearl Harbor 9 August. Sailing for Eniwetok 16 August, she arrived 24 August and 2 days later she became part of the escort screen for fast oiler replenishment group steaming to the Western Pacific. Based at Manus, and later Ulithi, *Halloran* continued this duty until 29 November, helping to bring vital fuel to fleet units off Palau, Yap, and Luzon. While moored at Ulithi 20 November, she witnessed the torpedoing of oiler *Mississinewa* and in company with *Rall* searched the harbor fruitlessly for a suspected midget submarine.

From 5 to 7 December, *Halloran* screened two escort carriers transporting replacement aircraft to Manus, and 14 December she sailed to escort tankers to Eniwetok. She departed 19 December for Pearl Harbor, arriving Christmas Eve. *Halloran* was underway again 22 January 1945, this time as a unit of the escort screen for the amphibious task force designated to capture Iwo Jima. After patrolling the area around the training site at Saipan, she served as a barrier patrol ship during the actual landings 19 February. She continued this duty until 28 February when she departed with a convoy. Steaming via Saipan and Tulagi, she reached Espiritu Santo 15 March.

The far-steaming DE's next assignment was with the Okinawa assault forces. Departing Espiritu Santo 25 March, she arrived off Okinawa 9 April and began vital antisubmarine barrier patrols. She repelled six attacking Japanese aircraft 12 April, splashing one and damaging two others, and was narrowly missed by a torpedo 20 April. After performing various other duties, including assistance to the striken *Ishcrwood* and escort duty to Saipan and back, she resumed her barrier patrols 30 May. A suicide plane attacked *Halloran* 21 June, but her gunners splashed it in the nick of time a scant 75 yards from the ship. However, an exploding bomb killed three men and caused considerable damage to hull and superstructure.

After repairs at Kerama Retto, *Halloran* patrolled off Ie Shima from 5 to 13 July, then assumed tactical command of an escort screen for LST's en route to the Philippines. After arriving Leyte Gulf 17 July, she patrolled at San Pedro Bay Leyte, and Lopez Bay, Luzon, prior to departing the Philippines for the United States 10 September.

Halloran arrived San Diego 29 September and sailed 3 days later for Charleston, S.C., where she arrived 11 October. She decommissioned at Charleston 2 November 1945. Her name was struck from the Navy List 28 November 1945, and she was sold 7 March 1947.

Hollaran received three battle stars for World War II service.

Hallowell

(PF–72: dp. 1430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma*; T. S2–S2–AQ1)

Hallowell (PF–72) was laid down as PG–180 under Maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I., 1 April 1943; reclassified PF–72 on 15 April 1943; renamed *Machias* 5 May 1943; renamed *Anguilla* by the British 10 June 1943; launched 14 July 1943; and sponsored by Mrs. John S. MacDonald. *Anguilla* was transferred under lend-lease to the United Kingdom 15 October 1943 as part of the 21-ship "Colony" class. She served as a patrol and escort craft until returned to the United States 31 May 1946. The frigate was sold to Pro-Industry Products of New York City 13 June 1947.

Hamlin, Cyrus, see *Lyra* (AK–101)

Halsey

William Frederick Halsey, Jr., born Elizabeth, N.J., 30 October 1882. He was appointed to the U.S. Naval Academy by President William McKinley in 1900 and graduated as a member of the class of 1904. After 2 years at sea, he was commissioned Ensign 2 February 1906. As a junior officer, the future Fleet Admiral served in battleships and destroyers, assuming his first command, *Dupont* in 1909. His valor and distinction during World War I earned him the Navy Cross.

During World War II Admiral Halsey became one of our most famous leaders as Commander of the legendary 3d Fleet. He exhibited a keen tactical mind that was brilliant and creative. He was the living example of his famous motto, "Hit hard, hit fast, hit often." Before the Pacific war was 2 month old, Admiral Halsey, flying his flag in *Enterprise*, gained the Presidential Unit Citation for his flagship and the Distinguished Service Medal for himself for his "audacious attack against the Marshall and Gilbert Islands on 31 January 1942."

The 3d Fleet was the greatest seapower force ever assembled and enabled a tactical change from the "hit and run" methods of the early stages of the Pacific war to direct confrontation and assaults. Admiral Halsey, with his flag in *New Jersey* and later *Missouri* forced the Japanese fleet back into their inner defenses; and then destroyed the major air and sea installations in the Jap-

NAVAL DISPATCH

HEADING:

312333

TO ALL THE NIPS I WISH A NINETEEN FORTY FOUR PACKED FULL OF COMPLETE DESTRUCTION X I AM CONFIDENT MY SOUTH PACIFIC CREW WILL CONTINUE TO BLAST THEM AND THUS INSURE THE HAPPY AND PROSPEROUS NEW YEAR YOU ALL SO JUSTLY DESERVE X HALSEY

TOR 1730 DATE 31 DEC 43 OPR RADIO VISUAL NO. 27

From: COMSOPAC Ref. No. 312333 | Supv | Yeo | CWO | 1. | 5.

To: ALL SHIPS AND BASES SOPAC AREA | 2. | 6.

Info: | 3. | 7.

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anese home islands. He thus prevented any major ensuing offensive and hastened the cessation of hostilities in the Pacific theatre.

Fleet Admiral Halsey died 16 August 1959 at Fishers Island Country Club off the Connecticut shore, and was buried with full military honors at Arlington National Cemetery 20 August 1959. His name will long be revered by Americans who will proudly remember him as one of the greats.

(DLG–23: dp. 7,515(f.); l. 533′; b. 54′10″; s. 30 k.; cpl. 377; a. 2 3″, 2 Ter. mis., 1 ASROC, 6 tt.; cl. *Leahy*)

Halsey (DLG–23), a guided missile frigate, launched 15 January 1962 at San Francisco Naval Shipyard; sponsored by Mrs. Margaret Denham and Miss Jane Halsey, granddaughters of the late Fleet Admiral; commissioned 20 July 1963, Captain H. H. Anderson, USN, in command. The ceremonies included a eulogy by Fleet Admiral Chester W. Nimitz, USN, on Fleet Admiral Halsey's illustrious career.

Halsey departed San Francisco on 25 November 1963 for Dabob Bay and Carr Island to conduct ASW system alignment tests and acoustical noise surveys until 7 December. She arrived at her home port of San Diego on 11 December 1963.

Halsey was assigned to Destroyer Squadron 7, Destroyer Division 71 on 13 December, and participated in a special sea power demonstration for the Secretary of the Navy, acting as screen commander from 15–18 December. She conducted her weapons qualification trials from 15 January 1964 to 14 February, and fired her first missiles on the Pacific Missile Range on 10 February 1964.

After a shakedown cruise from 16 March to 1 May, she returned to the San Francisco Naval Shipyard on 15 May 1964; and concluded her post-shakedown on 17 July 1964.

During her first years of active service, *Halsey* experimented with a unique system of internal organization combining all the aspects of the weapons systems and CIC under a combat officer; and separate hull and communications administration departments.

In 1966 *Halsey* was assigned to Destroyer Squadron 7, Destroyer Division 71, in the Pacific Fleet. On 2 July she left San Diego for Subic Bay, Philippines. By August she was conducting air-sea rescue and ASW operations in the South China Sea. During this period *Halsey* rescued some 16 airmen in two cruises in the Gulf of Tonkin. On 5 December the frigate departed Yokasuka, Japan, for the West Coast, arriving San Diego 21 December.

The first quarter of 1967 was spent in training cruises off the West Coast. On 10 April *Halsey* left San Diego for an overhaul period at San Francisco Bay Naval Shipyard that continued into August. By September *Halsey* was again involved in further exercises testing her vital capabilities.

Halsey, Delbert W., see *Delbert W. Halsey* (DE–310)

Halsey Powell

Halsey Powell was born 3 August 1883 in McAfee, Ky., and graduated from the Naval Academy in 1904. During the next years he served on such famous ships as *Kearsarge*, *Illinois*, and *Tennessee* and studied at the Naval War College, rising to the rank of Captain in 1926. Captain Powell was aide to the Secretary of the Navy in 1926 and Naval Attache at Peking, 1927–29. After commanding *Pittsburgh* he returned to Washington, where he died 24 December 1936. Captain Powell was awarded the Distinguished Service Medal for outstanding performance as a destroyer division commander on convoy duty during World War I.

(DD–686: dp. 2050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 37; cpl. 319; a. 5 5", 10 40mm., 7 21mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Halsey Powell (DD–686) was launched by Bethlehem Steel Co., Staten Island, N.Y., 30 June 1943; sponsored by Mrs. Halsey Powell, widow of Captain Powell; and commissioned 25 October 1943, Comdr. W. T. McGarry in command.

Halsey Powell conducted her shakedown training off the East Coast, and sailed 20 January 1944 from Norfolk to join the Pacific Fleet. Arriving Pearl Harbor 12 February, the destroyer steamed to Majuro to escort tankers back to Hawaii, returning to the Marshalls in March for escort and patrol duty. As the islands fell to American amphibious troops, *Halsey Powell* and other ships protected the task force from air and submarine attack. The destroyer carried out a series of effective attacks on submarine *I–32* 23 March, and after running out of depth charges yielded to *Manlove* and *PC–1135* to complete the kill.

Following the Marshalls operation, *Halsey Powell* departed Pearl Harbor 30 May for rehearsals in connection with the upcoming Marianas invasions. She sortied with the assault force from Eniwetok 11 June, and as troops stormed ashore on Saipan 4 days later she took up fire support station off the beaches, and was an effective force in victory. In addition to screening, radar picket duties, and fire support for ground forces, *Halsey Powell* sank a net tender, a cargo ship and numerous small craft in the lagoon with her guns. The operation a success, she entered Saipan harbor 21 June, after the carrier forces had decimated the Japanese in the Battle of the Philippine Sea. She then steamed to Tinian, bombarding shore positions, clearing the way for troops and screening through the invasion there 24 July. Following this she spent 2 weeks on screening and radar picket duty off Guam before returning to Eniwetok 22 August to join the fast carrier task force.

Halsey Powell sortied with Vice Admiral Mitscher's famous Task Force 38, 29 August. Operating for long periods at sea by underway refueling and replenishment, this powerful carrier force represented the ultimate in mobile striking power afloat. During September the carriers, screened by *Halsey Powell* and other destroyers, struck the Palaus and the Philippines, returning to Ulithi 1 October. Five days later the ships sailed on one of the most important operations of the long Pacific war. After air strikes on Okinawa the great task force turned to its real objective, the airfields on Formosa. The air battle raged 12–15 October, with *Halsey Powell* assisting in the splashing of many Japanese aircraft. At a cost of 3 damaged ships, the task force had driven off nearly a thousand enemy aircraft, downing over 500.

As the invasion of Leyte began, the desperate Japanese Navy moved with its remaining units into the Philippines. This three-pronged attack, launched almost without air power, precipitated the epochal Battle for Leyte Gulf. *Halsey Powell* screened Admiral Bogen's carriers during the strikes which made up one phase of the battle, the Battle of the Sibuyan Sea, 24 October. Battleship *Musashi* was sunk and Kurita's ships were delayed and confused. That night the bulk of TF–38 steamed north to meet another Japanese fleet, and in the Battle off Cape Engano next day another major victory was won. *Halsey Powell* picked up downed pilots 29–30 October and returned to Ulithi with the task force 9 November 1944.

During the remainder of 1944 TF–38 carried out heavy strikes against the Philippines and Formosa. The fleet sailed into the South China Sea 9–15 January to support the Lingayen Gulf operation, and the supporting ships fought off air attacks the carriers struck bases in China and Indochina. With *Ticonderoga* damaged by a kamikaze 21 January, *Halsey Powell* was assigned to escort her to Ulithi, where they arrived 24 January 1945.

The carrier task force departed again in February to attack Japan itself. *Halsey Powell* screened the carriers during this attack, in covering attacks for the Iwo Jima invasion 19 February, and later during more strikes on Japan. The destroyer shot down one attacking aircraft 16 February and assisted with many others. The veteran carrier groups returned 1 March to Ulithi, but were underway again 14 March to soften up Okinawa for the coming assault, and to strike more blows at Japan. On 20 March *Halsey Powell* was alongside *Hancock* when Japanese air-

USS *Halsey* (DLG–23)—When asked about kamikazes who had not heard of Japan's surrender, Halsey quipped, "Shoot 'Em Down in a Friendly Fashion."

craft attacked. As the destroyer was getting clear the aircraft overshot the carrier and crashed *Halsey Powell.* Her steering gear jammed but alert action with the engines averted a collision. Fires were put out and although 9 were killed and over 30 wounded in the attack the ship reached Ulithi 25 March.

Halsey Powell arrived San Pedro for battle repairs 8 May, but with the Pacific war reaching its climax sailed again for Pearl Harbor 19 July 1945. She arrived Eniwetok 17 August, 2 days after the surrender of Japan, and was present in Tokyo Bay for the formal surrender ceremonies 2 September. The ship then supported the occupation forces until departing 31 October for Puget Sound. *Halsey Powell* decommissioned 10 December 1946 at San Diego and was placed in the Pacific Reserve Fleet.

With the increased demands on the Navy as a result of the Korean conflict, *Halsey Powell* recommissioned 27 April 1951. After shakedown and training exercises the ship sailed for the familiar waters of the Far East 23 July from Long Beach, arriving Japan 16 August. Joining Task Force 77, the destroyer acted as plane guard and screening ship while the carrier planes kept up constant pressure on the Communist lines and shore installations. *Halsey Powell* continued these operations off the eastern coast of Korea until October, when she departed the nearly stabilized war zone for training off Okinawa. Late in the month she returned to take part in destructive bombardments of Suwon Dam, Wonsan, Hungnam, and other areas. Patrolling and screening duties continued until the ship sailed for the United States 20 February 1952.

Halsey Powell got underway for her second tour in Korea 4 October 1952, and in the next 7 months took part in shore bombardment and screening duties as United Nations naval strength continued to seal off North Korea from the sea. The destroyer returned to the United States 6 May 1953, and after training exercises out of San Diego sailed once more for Japan 26 December 1953.

During the next few years *Halsey Powell* made yearly cruises to the western Pacific, operating with Task Force 77 off Korea, patrolling the Formosa Strait, and engaging in tactical exercises with other units of the Pacific Fleet. In September–October 1958 the ship aided Nationalist Chinese operations in the Quemoy-Matsu crisis, convoying transports and standing by to deter attack by the Communist Chinese. Seapower was a decisive force in checking the spread of communism.

Halsey Powell's trim silhouette became familiar at many far eastern ports. She continued to alternate these important operations with the Seventh Fleet with training and readiness exercises off the west coast. In recent years this included practice cruises with NROTC midshipmen. *Hasley Powell* continued to be an important contributor to peace in the Far East as well as America's readiness at sea. During May–July 1962 the destroyer took part in important nuclear tests in the Pacific, and returned in 1963–64 to her regular pattern of deployments.

On 1 January 1965, *Halsey Powell* was assigned to Reserve Destroyer Squadron 27 with Long Beach as her home port. She operated as a Naval Reserve training ship through 1967, cruising between Vancouver, Canada, and Mazatlan, Mexico.

Halsey Powell received seven battle stars for World War II service and two for Korean service.

Halstead

(PF–76; dp. 1430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma*; T. S2–S2–AQ1)

Halstead (PF–76), originally designated PG–184, was built under Maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–76 15 April 1943, renamed *Barbados*, and launched 27 August 1943, sponsored by Miss Anna M. Pacheco. *Barbados* was then completed and transferred to the United Kingdom under lend-lease 18 December 1943 as part of the 21-ship "Colony" class. She served as a patrol and escort craft until being returned to the United States 15 April 1946. The frigate was sold to Sun Shipbuilding & Drydock Co., Chester, Pa., 30 October 1947, and subsequently scrapped.

Hamblen

A county in Tennessee.

(APA–114: dp. 8,100 (lt.); l. 492'; b. 69'6"; dr. 26'6"; s. 16 k.; cpl. 479; a. 25". 840mm.; cl. *Bayfield;* T. C3–S–A2)

Hamblen (APA–114) was launched under Maritime Commission contract by Ingalls Shipbuilding Corp., Pascagoula, Miss., 30 July 1944; sponsored by Mrs. Hugh B. Vickery; and commissioner after conversion 12 June 1945, Captain G. M. Wauchope in command.

After shakedown training out of Galveston, *Hamblen* loaded passengers and cargo at New Orleans and arrived San Juan, P.R., 25 July 1945. There she embarked a contingent of Puerto Rican army troops and steamed westward 26 July for Hawaii, via the Panama Canal. Shortly after her arrival 11 August, the war ended, and *Hamblen* took up the task of bringing replacement troops into the forward areas and transporting veterans back to the United States. Embarking Marines at Hilo, *Hamblen* sailed for Japan via Saipan, unloading her troops near Tokyo 22 September 1945. Subsequently, she made voyages to Lingayen Gulf and Manila bringing occupation troops into Japan, and departed Wakayama 5 November for Saipan. There *Hamblen* took more returnees on board and sailed eastward, arriving San Pedro, Calif., 24 November 1945.

Hamblen made one more voyage for "Magic Carpet," the giant operation which accomplished the task of bringing home American servicemen, arriving Okinawa 26 December and arriving Tacoma, Washington, 17 January 1946. The ship was designated for return to the Maritime Commission, released 23 January 1946, and sailed to the Canal Zone, where she arrived 22 February. *Hamblen* continued to Norfolk, where she decommissioned 1 May 1946. Six days later she was returned to the Maritime Commission, and sold in 1948 to Isthmian Lines, whom she serves as merchant ship *Steel Voyager.*

Hambleton

Samuel Hambleton was born in 1777 in Talbot County, Md. Entering the Navy as a Purser 6 December 1806, he served as Acting Lieutenant in *Lawrenee* during the battle of Lake Erie in the War of 1812. Commodore Oliver Hazard Perry commended Hambleton for gallant conduct in encouraging his men and personally working a gun until severely wounded. Until 1832 Purser Hambleton served actively in the Navy, attached to *Java* and *Columbus* during Mediterranean cruises and to *John Adams* and *Eric* in the West Indies. With the exception of a tour of duty at the Philadelphia Navy Yard from 1843 to 1845, Hambleton remained on leave or waiting order from 1832 until his death 17 January 1851 in Talbot County.

(DD–455: dp. 2,200; l. 347'11"; b. 36'1"; dr. 15'8"; s. 37 k.; cpl. 272; a. 4 5", 4 1.1", 5 20 mm., 5 21"tt., 2 dct., 6 dcp.; cl. *Gleaves*)

Hambleton (DD–455) was laid down by the Federal Shipbuilding & Drydock Co., Kearney, N.J., 16 December 1940, launched 26 September 1941; sponsored by Mrs. Nannie Hambleton Martin, great grandniece of Samuel Hambleton; and commissioned 22 December 1941, Cmdr. Forrest Close in command.

Departing Norfolk 31 January 1942, in company with her sister ship *Emmons*, *Hambleton* began a shakedown, unique in wartime, that took her through the Panama Canal to Callao, Peru; Valparaiso, Chile; Guayaquil, Ecuador; Cartagena, Colombia; and Balboa, C.Z. She

was diverted for antisubmarine search north of Cuba in early March and on 15 March 1942 rescued six men on a life raft who had survived the torpedoing of SS *Ceibra*. After antisubmarine patrol along the East Coast and intensive training in Casco Bay, Maine, *Hambleton* sailed as escort to *Augusta* and *Ranger* 14 April. Reaching Africa's Gold Coast 10 May, *Ranger* launched her cargo of P-40 fighter planes for the North African fighting and headed back to the West Indies. In heavy rain and low visibility 17 May *Hambleton* collided with *Ellyson* (DD–454) and had to proceed to San Juan and then Charleston for repairs.

Hambleton joined a fast troop transport out of New York 1 July, sailed for Ireland and arrived 11 July. Immediately she reported for duty with the joint British and American Naval Forces in Europe. With Royal Navy personnel on board as communications liaison, she conducted antisubmarine patrols and served as plane guard for HMS *Duke of York* through August. She then returned to the United States for duty along the coast in preparation for Operation "Torch," the forthcoming invasion of North Africa.

Hambleton joined the invasion fleet 28 October; and, as part of Admiral H. K. Hewitt's Western Naval Task Force, she screened the carrier *Sangamon* during operations against airfields in French Morocco on D-day, 8 November. As she lay anchored by *Winooski* off Fedala in the evening of 11 November 1942, *Hambleton* was struck amidships on the port side by a U-boat torpedo. With all power gone, the destroyer took a 12 degree list to starboard as her damage control parties worked swiftly to jettison topside weights and shore up weakened bulkheads. The crippled ship was towed to Casablanca for temporary repairs. Seabees there cut the ship in two, removed a 40-foot section of her damaged hull, then joined the two remaining halves together. Escorted by a tug, *Hambleton* reached Boston 28 June for permanent repairs.

After a second shakedown in the Caribbean and training along the East Coast, *Hambleton* escorted a convoy to Oran in April 1944, and began to prepare for her role in the Normandy Invasion. Operating in the Western Mediterranean with seven other destroyers and British scout planes, she sank *U–616* on 17 May after an intensive 4-day pursuit of the German marauder. From the Mediterranean *Hambleton* sailed to Plymouth, England, staging area for the epochal invasion. She escorted a large convoy of LST's to the landing areas on 7 June D-day plus 1, and remained off Omaha Beach for critical shore bombardment and screening duties. In the early morning hours of 9 June *Hambleton*'s radar picked up several contacts, soon determined to be Nazi E-boats. Her guns blazing, *Hambleton* set out after the enemy. In a 4-hour running gun battle she sank one and severely damaged another of the five German boats. After returning for provisions at Porlant, England, *Hambleton* was back on the line for the bombardment of Cherbourg 25 June.

Hambleton departed Belfast, Ireland, 4 July and steamed to the Mediterranean, touching Oran, Algeria, 10 July and reaching Naples, Italy, 15 July. On 11 August she participated in the bombardment of shore positions on the southern coast of France prior to Operation "Anvil," the invasion of that vital area. *Hambleton* remained in the Mediterranean for patrol and screening duty until sailing for Boston 25 October. Arriving Boston 8 November, the battle-training destroyer was converted into a high speed mine sweeper and redesignated DMS–20 on 15 November. *Hambleton* emerged from the yard 19 December and sailed for the Pacific 30 December. Steaming via San Diego, Pearl Harbor, and Eniwetok, she arrived Ulithi 9 March 1945, to prepare for the invasion of Okinawa, the largest amphibious assault in the Pacific. Departing 19 March, she arrived off Okinawa, the gateway to the heart of the Japanese Empire, 23 March. Prior to the invasion 1 April, she cleared channels and anchorages for the 1,200 ships taking part in the invasion. During the long campaign that followed she operated off Okinawa to sweep, screen, patrol, and provide fire support. She was under almost constant attack from the air. Although, damaged 3 April by a kamikaze which splashed close aboard her port quarter, *Hambleton* remained on duty as part of the mighty fleet that had come to the Ryukyus to stay, despite all the Japanese could unleash.

With Okinawa nearly secured, *Hambleton* and her sister ships deployed to the East China Sea in mid-July to begin massive sweeping of this area. In a month they cleared more than 600 miles from the 7,200 square mile area in one of the largest sweep operations yet launched. *Hambleton* was in the East China Sea for a second such mission when Japanese acceptance of peace terms was announced 15 August. Joining Admiral Halsey's 3d Fleet off Tokyo, *Hambleton* steamed into Tokyo Bay 28 August, to clear the way for the occupation forces. In the next few months *Hambleton* swept a total of 184 mines from Japanese minefields in various straits and channels. During this period she rode out four typhoons, one of which battered her with 60-foot waves. Departing Japanese waters 20 November, *Hambleton* steamed via Eniwetok, Pearl Harbor, and San Diego to Norfolk arriving late December.

Based at Charleston, S.C., the veteran minesweeper maintained an operational pattern that kept her prepared to meet our nation's needs in the emerging cold war struggle. During the next decade *Hambleton* participated in fleet and tactical exercises in the Caribbean and along the East Coast. In 1949, 1952, and 1954 she deployed to the Mediterranean and operated with the mighty 6th Fleet from the shores of North Africa to the turbulent Middle East while helping to preserve freedom and maintain peace in that unsettled area of the world.

After returning to Charleston from her third Mediterrean cruise 6 July 1954, *Hambleton* decommissioned 15 January 1955, and entered the Atlantic Reserve Fleet. She was reclassified DD–455 the same day. At present she is berthed at Orange, Tex.

Hambleton received seven battle stars for World War II service.

Hamilton

The first *Hamilton* was named for Alexander Hamilton. See *Alexander Hamilton* for biography. The second *Hamilton* was named for Archibald Hamilton.

Archibald Hamilton was the son of Paul Hamilton, Secretary of the Navy from 7 March 1809 to 31 December 1812. Archibald was appointed Midshipman 18 May 1809 and assigned to work with a new kind of hollow shot needed by frigate *President*. He next sailed for Europe in *John Adams* 31 January 1811 carrying dispatches for American officers in the Mediterranean. On his return to the United States, Archibald Hamilton was assigned to *United States* on which he won high commendation from his commanding officer, Commodore Stephen Decatur, for gallantry in action during the capture of British frigate *Macedonian*, 25 October 1812. Decatur selected him to bear the captured British flags to Washington.

Appointed Acting Lieutenant 21 December 1812 and Lieutenant 24 July 1813, Hamilton served with distinction throughout the War of 1812 only to be killed shortly after the Treaty of Ghent had formally ended the war. Because of the slow communications of the day word of peace had not reached New York by 15 January 1815 when frigate *President*, carrying Hamilton, ran the blockade out of that port. The next day British men-of-war *Endymion*, *Pomone* and *Tenedos* overtook and captured *President* after a long and bloody running fight in which Hamilton was killed.

I

(Sch.: t. 112; cpl. 50; a. 1 32-pdr., 1 24-pdr., 8 6-pdr.)

The first *Hamilton*, formerly the merchant ship *Diana*, was a schooner of 10 guns in Commodore Chauncey's squadron on Lake Ontario. She was under the command of Lt. H. McPherson. During the War of 1812 her action included attacks on Kingston, York, and Fort George. *Hamilton* along with the remainder of the squad-

ron gave excellent assault cover to enable American forces to land at Fort George. On 8 August 1813, a heavy squall capsized *Hamilton* and a sister ship *Scourge*.

II

(DD–141 : dp. 1,090; l. 314'5" ; b. 31'9" ; dr. 8'8" ; s. 35 k.; cpl. 113 ; a. 4 4", 3 .30 cal., 12 21" tt.; cl. *Wickes*)

Hamilton (DD–141) was launched 15 January 1919 by the Mare Island Navy Shipyard ; sponsored by Miss Dolly Hamilton Hawkins, great-grand-niece of Archibald Hamilton; and commissioned 7 November 1919, Lt. Comdr. R. G. Coman in command.

Based at San Diego, *Hamilton* participated in battle practice and maneuvers along the California coast with Destroyer Squadron 17. In the summer of 1920 she also took part in torpedo and smoke screen operations in Hawaii. Battle practice and other readiness operations ranging across the Pacific to Hawaii continued until *Hamilton* decommissioned at San Diego 20 July 1922.

Hamilton recommissioned 20 January 1930 and, after shakedown, reached her new home port, Norfolk, 26 November. She served with the Scouting Force, operating along the East Coast throughout 1931, and then returned to San Diego in January 1932. After a year of plane guard duty and battle exercises along the California coast, *Hamilton* again shifted to the East Coast, reaching Norfolk 29 January 1933. Based at Newport, R.I., she served with the Scouting Force in local operations and exercises until 1939. When war broke in Europe in the fall of that year, *Hamilton* joined other four-stackers on the Grand Banks Patrol, which sent American ships as far north as Iceland and Greenland to protect their own and neutral shipping. *Hamilton* continued this duty until converted to a fast minesweeper in June 1941. Reclassified DMS–18 on 17 October 1941, she resumed patrol duty along the East Coast and into the North Atlantic.

When America was catapulated into the war 7 December 1941, *Hamilton's* pace accelerated greatly. Wartime duties now took the old flush-decker on coastal convoys from New York through U-boat infested waters as far south as the Canal Zone.

The Caribbean and the waters off Cape Hatteras were particularly rich ground for the Nazi marauders, and *Hamilton* more than once attacked U-boats sighted on the surface or detected by sound contacts. On 9 June 1942 *Hamilton* rescued 39 survivors of destroyer *Gannet*, torpedoed just north of Bermuda.

The shifting tide of war drew *Hamilton* from the coastal convoy route in the fall of 1942 as she became part of "Operation Torch," the Allied invasion of North Africa. *Hamilton* sailed for North Africa 24 October with Rear Admiral H. K. Hewitt's Task Force 34, a part of America's giant overseas amphibious thrust. Two weeks later, she cruised off the Moroccan coast providing antisubmarine protection and fire support for the first waves of invasion barges as the Allies stormed ashore at Casablanca, Oran, and Algiers 8 November 1942.

Hamilton remained along the North African shore on minesweeping and escort duty out of Casablanca until December when she sailed for the Brooklyn Navy Yard, arriving 26 December. The following year saw *Hamilton* engaged primarily in coastal convoy duty, guiding and protecting merchantmen as they threaded their perilous way through German submarine packs from Iceland to the Caribbean.

Then as 1943 waned, the ebb and flow of war once again drew *Hamilton* from home waters, and sent her into the fiercely raging Pacific war. Departing Norfolk 3 December 1943, *Hamilton* transited the Panama Canal 5 days later and reached San Diego 16 December. The long giant steps across the Pacific had begun to accelerate, and *Hamilton* was soon to have her first taste of battle in the crucial Marshall Islands campaign. From San Diego she steamed to Pearl Harbor and, after a brief training period, sailed for Kwajalein Island, a key target in the Marshalls. As the Marines stormed ashore there 31 January 1944, *Hamilton* steamed in the area to screen transports and provide the fire support that made it possible to land and stay.

After the successful conclusion of that invasion, *Hamilton* retired to Noumea, New Caledonia, to prepare for the invasion of the Admiralty Islands. At Noumea, *Hamilton* joined forces with three other flush-deckers converted to fast minesweepers—*Hovey*, *Long*, and *Palmer*—to form an important preliminary sweep unit. It was the hazardous and vital mission of these ships to enter enemy harbors three to five days before D-day to clear out mines and provide safe anchorage for the invasion force. The toll of these operations, conducted before enemy shore batteries had been taken out, was high. Of her original unit only *Hamilton* survived the war.

Under unceasing enemy fire, *Hamilton* and her group entered Seeadler Harbor, Admiralty Islands, 2 March 1944 to begin sweeping operations. After the invasion was launched, she remained in the area screening transports and patrolling on ASW duty until early April when she returned to Noumea to prepare for the invasion of Aitape. After sweeping operations there before the 22 April invasion, *Hamilton* served on general sweeping duty in the Solomons and then readied for the Mariana campaign.

Entering Saipan Harbor 13 June, *Hamilton* helped clear the way for the invasion. The struggle for Saipan was important not only in itself, but also in that it precipitated the Battle of the Philippine Sea, the far-spreading battle known to the Navy as the "Marianas Turkey Shoot" because of the number of Japanese planes shot down during the intensive engagement fought on 19 and 20 June. American carrier planes and ships under the command of the famous Admirals R. A. Spruance and Marc A. Mitscher decimated Japan's air arm, downing 395 carrier planes, and 31 float planes. In addition American submarines *Cavalla* and *Albacore* sank two of Japan's few remaining carriers, *Shokaku* and *Taiho*, while carrier-based planes chalked up a third, *Hiyo*. After this decisive battle had crippled them, the Japanese high command thoroughly understood that the war was lost, and that now they could only delay the end.

The conquest of Saipan was followed by an equally hard-fought struggle for Guam. The day organized enemy resistance on Saipan ended, *Hamilton* sailed from Eniwetok 9 July to take part in the preliminary bombardment and sweeping activities at Guam. This time a long period on the firing line preceded *Hamilton's* entrance into the harbor. Then 3 days before D-day, 21 July, she started to sweep the harbor. After screening transports in the retirement area, *Hamilton* sailed to Pearl Harbor for repairs.

Hamilton's next tour of hazardous mine sweeping duty fell at Peleleiu Island. Arriving off the Palaus 12 September 1944, *Hamilton* joined her unit and proceeded through several heavily mined channels. In Kossol Passage, the converted destroyers exploded 116 mines. For destroying three extensive mine fields, which the Japanese had hoped would ward off or severely damage the invasion force, *Hamilton* and the other minesweepers received the coveted Navy Unit Commendation. Then, after duty in the transport screen, she escorted convoys from the staging areas to the Palaus to prepare for the assault on the Philippine Islands.

She departed Manus 10 October and entered Leyte Gulf on the 17th. Three days before Army divisions came ashore, *Hamilton* swept the channels around Dinagat Island and Looc Bay to clear the way to the invasion beaches. To add to the usual turmoil of battle, the fleet as a whole was under almost constant air attack. Then the Japanese made the one final dramatic but futile effort to regain control over the Pacific seas and repel the Amercians from the Philippines. In this bitterly fought effort, the Battle of Leyte Gulf, the already depleted Imperial Navy was virtually annihilated. As the battle raged 23 to 26 October, American submarines, planes and surface ships sank three battleships, four carriers, six heavy and four light cruisers, and nine destroyers. American losses were two escort carriers, a light carrier, and

three destroyers. This battle marked the end of Japanese sea power as an important threat. The fleet had cleared the way for the final assaults leading into Japan.

Arriving at Manus, Admiralty Islands, 31 October, *Hamilton* underwent availability and repairs and, once more ready for battle, sailed 23 December to prepare the way for the invasion of Lingayen Gulf. As the minesweepers steamed through the channel 6 January 1945, wave after wave of kamikazes attacked as the Japanese suicidally hurled themselves at the American fleet, bent on destroying it no matter what the cost. *Hamilton*, emerged from the desperate kamikaze attacks unscathed, although she saw other ships struck time and again by the "divine wind" and other air attacks. After the invasion forces landed at Lingayen Gulf 9 January, *Hamilton* remained as a transport screen and escort until 1 February when she sailed for Saipan.

From Saipan the gallant veteran ship again steamed into battle, this time appearing off Iwo Jima, the rock-bound Japanese island which was to cost America so dearly. *Hamilton* recorded no casualties during sweeping operations which began 16 February, but she had to aid her sister-ship *Gamble* left powerless by a direct bomb hit on the 18th. In addition to helping the wounded ship fight myriad fires, *Hamilton* took on board and care for the more seriously injured sailors. After marines stormed ashore on Iwo Jima 19 February, *Hamilton* patrolled off the fortress island until 27 February. The four-stacker then returned to Iwo Jima as a convoy escort 7 March. Three days later *Hamilton* sailed from the battle and from the Pacific War. Steaming for Eniwetok, she changed course to rescue 11 men from a downed B-29 11 March.

Hamilton reached Pearl Harbor via Eniwetok 25 March and, after a brief period of training, headed home. As she sailed under the Golden Gate Bridge 8 April, the tireless destroyer ended over 100,000 hard miles of steaming in the Pacific struggle. Scheduled for overhaul and modernization, she went into drydock at Richmond, Calif.; but she was subsequently reclassified AG–111 (miscellaneous auxiliary) 6 May 1945 and taken out of drydock. The faithful four-stacker spent the few remaining months of the war participating in experimental minesweeping work along the California coast out of Santa Barbara. Two weeks before the Japanese surrender, *Hamilton* sailed to the destroyer base at San Diego, where she decommissioned 16 October 1945. Her hulk was sold to Hugo Neu of New York City for scrapping 21 November 1946.

Hamilton earned nine battle stars for World War II service.

Hamilton, Alexander, see *Alexander Hamilton*

Hamilton, Julia, see *Julia Hamilton*

Hamilton, Paul, see *Paul Hamilton* (DD–307)

Hamilton, Paul, see *Paul Hamilton* (DD–590)

Hamilton County

Counties in Florida, Illinois, Indiana, Iowa, Kansas, Nebraska, New York, Ohio, Tennessee, and Texas.

(LST–802: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 268; a. 8 40mm., 12 20mm.; cl. *LST–511*)

LST–802 was laid down by Jeffersonville Boat & Machine Co., Jeffersonville, Ind., 2 September 1944; launched 19 October 1944; sponsored by Mrs. Dolores Alberts; and commissioned 13 November, Lt. K. J. Adams in command.

Following shakedown off Florida, *LST–802* loaded quonset hut sections at Gulfport, Miss., and departed New Orleans 18 December. Steaming via the Canal Zone and San Francisco, she arrived Pearl Harbor 4 February 1945. After unloading, she sailed 2 weeks later for the Solomon Islands, arriving Guadalcanal 7 March.

LST–802 departed Guadalcanal on the 18th; transported Marines to Guam; then arrived Saipan 3 April to prepare for the Okinawa invasion. She embarked over 150 Seabees at Saipan and sailed on the 12th for the Ryukyu Islands.

Arriving off Chimu Wan, Okinawa Shima 17 April she unloaded men and equipment to strengthen the beachhead and facilitate the flow of supplies to the troops. For the remainder of World War II *LST–802* shuttled troops and equipment between Okinawa and the Philippines. After the Japanese surrender she remained in the Far East with the occupation forces operating out of Japan, Okinawa, and the Philippines to various Pacific islands until she decommissioned at Guam 21 July 1946.

After communist aggression against South Korea, the United States met this challenge to freedom by sending American forces to aid the embattled people. To assist in the transportation of cargo and troops, *LST–802* recommissioned at Yokosuka 30 August 1950, Lt. Vladimir Fedorowicz in command. Sailing to Kobe, she embarked units of the 1st Marine Division, for the daring invasion of Inchon; then departing Japan 10 September, she arrived off Blue Beach, Inchon 5 days later. The Marines stormed ashore, and the well planned, and well coordinated invasion caused General Douglas MacArthur's famous remark "The Navy and Marines have never shone more brightly than this morning." *LST–802* continued loading equipment and supplies until 15 October when she joined a task group for Wonson.

Following a month of cargo operations at Wonson, she returned to Yokosuka for replenishment. In mid December she was enroute to Hungnam, where she assisted in the evacuation of United States and South Korean Forces. During January 1951 she shuttled troops and prisoners-of-war along the Korean coast, then on 20 March she departed Yokosuka for a stateside overhaul.

Returning to the war zone 8 months later, *LST–802* resumed cargo and troop transport duty between Japan and Korea. From November 1951 to June 1952, the veteran landing ship performed cargo operations, evacuation services, and harbor control duties in the vicinity of Korea.

Following another brief period in the United States, *LST–802* resumed operations in the Far East, just as the Korean conflict ended; and remained there until February 1954. One year later she was again operating in the Far East during a crisis over the Tachen Islands. When communist artillery threatened Nationalist Chinese positions on the islands, the veteran LST and other 7th Fleet units evacuated forces and supplies to Formosa.

LST–802 was named *Hamilton County* 1 July 1955, then operated off the California coast from August 1955 to August 1956. After returning to the Western Pacific in mid October 1956, *Hamilton County* was assigned to Mine Squadron 3, U.S. Pacific Fleet. Equipped with helicopter, she performed in mine warfare exercises and provided replenishment for minesweepers off Okinawa, Korea, and Japan for the next four years. *Hamilton County* decommissioned at Sasebo 30 June 1960, and was loaned to Japan under the Military Assistance Program. She now serves the Japanese Self-Defense Forces as *Hayatomo* (MST–461).

LST–802 received one battle star for World War II service and seven stars for Korean service.

Hamlin

A sound on the coast of South Carolina north of Charleston.

(CVE–15: dp. 11,000; l. 496′; b. 69′6″; d. 23′¼″; s. 18 k.; cpl. 890; a. 3 4″ cl. *Bogue*)

Hamlin (CVE–15) was one of a large group of escort carriers built on Maritime Commission C–3 hulls and

transferred to the British under lend-lease during World War II. Launched by Western Pipe & Steel Co., San Francisco, Calif., 5 March 1942, as AVG–15, aircraft escort vessel, she was sponsored by Mrs. William H. Shea. Her designation was changed to ACV–15, auxiliary aircraft carrier, 20 August 1942, and she was acquired and simultaneously transferred to the United Kingdom 21 December 1942. *Hamlin*'s designation was changed to CVE–15, escort aircraft carrier, 15 July 1943.

Renamed HMS *Stalker*, the escort carrier played a vital part in allied operations in the Atlantic. She participated in the Salerno landings in September 1943, providing effective on the spot air support for assault forces. *Stalker* also took part in the important landings in southern France in August 1944. Returned to the United States 29 December 1945, she was struck from the Navy List 20 March 1946 and sold to Waterman Steamship Corp. of Mobile, Ala., 18 December 1946. Waterman in turn sold her to The Netherlands in August 1947 where she was converted to a merchant ship and now sails to the Far East as *Riouw*.

I

(AV–15: dp. 8,000; l. 492'; b. 69'6"; dr. 23'9"; s. 19 k.; cpl. 1,077; a. 2 5"; cl. *Kenneth Whiting*)

Hamlin (AV–15) was launched by Todd-Pacific Shipyards, Inc., Tacoma, Wash., 11 January 1944; sponsored by Miss Constance Taffinder, daughter of Rear Admiral S. A. Taffinder; and commissioned 26 June 1944, Captain G. A. McLean in command.

Hamlin conducted shakedown drills off California until 16 August 1944 when she departed San Pedro for the Pacific. Arrived Pearl Harbor 24 August, the ship loaded aviation gasoline and supplies and got underway 29 August for Eniwetok. She unloaded cargo and passengers there and continued to recently won Saipan, arriving 11 September to take up her plane-tending duties. During this period, seaplanes tended by *Hamlin* were making important contributions to the Pacific fighting by engaging in reconnaissance, hunter-killer operations against submarines, and air coverage of fleet cripples. She moved to Ulithi 11 October and back to Saipan anchorage 29 December 1944, all the time continuing her vital support of seaplane operations. *Hamlin*'s aircraft protected the cruisers *Houston* and *Reno*, damaged 14 October off Luzon, and flew photographic missions and rescue flights as the Navy pressed home the ever-mounting attack on Japanese-held territory.

The operation next on her schedule was Iwo Jima, necessary to safeguard lines of communication and provide a base from which fighters could protect B–29's in bombing missions over Japan. *Hamlin* proceeded 15 February to Guam for fuel oil and two days later departed for Iwo Jima. She arrived 2 days after this historic and bitterly contested landing had begun, and with two other tenders established a floating seaplane base from which search and rescue missions were performed.

Debris and off-shore gunfire prevented the establishment of the seadrome until 24 February, and *Hamlin* worked under the handicap of large swells and congestion of the sea areas around Iwo Jima. The ship also experienced numerous air raids during this operation, but suffered no damage. She got underway for Saipan 8 March 1945, and after another voyage to Guam, she returned to prepare for the Okinawa operation and the largest seaplane tending job of the war.

Hamlin sailed 23 March from Saipan for Okinawa, the first step prior to the home islands in the long campaign across the Pacific. Her commander was designated Commander, Seaplane Base Group. The tenders arrived Kerama Retto, west of Okinawa, 28 March, the day after it had been secured and 4 days before the main landings on Okinawa. During the operation, *Hamlin*'s planes provided long-range search, antisubmarine patrols, and air-sea rescue services, even providing aviation gasoline and luboil to battleships and cruisers. Her work was performed amid nearly constant air attack by Japanese suicide planes, and, though many ships in the anchorage were damaged by repeated attacks, *Hamlin* fought off all attacks without injury.

The tender group shifted its base of operations to Chimu Wan, Okinawa, 11 July. After the surrender of Japan, *Hamlin* and other tenders got underway to assist in the occupation 16 August, anchoring in Yokosuka harbor 30 August. She began tending seaplanes on patrol over Japanese home waters 2 September, and was anchored in the harbor when the historic surrender was signed on board *Missouri*.

Hamlin returned to California following a short period in Japan and decommissioned at San Diego 15 January 1947. She went to reserve with the San Diego Group and remained there until September 1962 when she was transferred to the Maritime Administration, under Navy ownership, and placed in the National Defense Reserve Fleet, Suisun Bay, Calif. She was struck from the Navy List 1 July 1963.

Hamlin received three battle stars for service in World War II.

Hammann

Charles Hazeltine Hammann was born in Baltimore, Md., 16 March 1892, and was appointed to the provisional rank of Ensign, Naval Reserve, Flying Corps, 14 October 1918, while serving overseas. Ens. Hammann was awarded the Medal of Honor, when, as a pilot of a seaplane 21 August 1918, off the coast of Italy, he dived down and landed next to a downed fellowpilot, brought him aboard, and although his plane was not designed for the double load, brought him to safety amid constant danger of attack by Austrian planes. Hazeltine was killed while on active duty at Langley Field, Va., 14 June 1919.

I

(DD–412; dp. 1620; l. 348' 4"; b. 36'1"; dr. 11'5"; s. 35 k.; cpl. 192; a. 4 5", 8 21" tt.; cl. *Sims*)

The first *Hammann* (DD–412) was launched by the Federal Shipbuilding & Drydock Co., Kearny, N.J., 4 February 1939; sponsored by Miss Lillian Hammann; and commissioned 11 August 1939, Comdr. A. E. True in command.

Hammann conducted shakedown off the East Coast and for the next 2 years participated in training and readiness operations off both coasts. At Iceland 7 December 1941 when war began, she quickly returned to Norfolk, Va., for fuel and supplies, and departed 6 January 1942 for the Pacific. She arrived San Francisco 22 January via the Panama Canal and sailed 25 February with Vice Admiral Fletcher's Task Force 17 for action in the South Pacific.

The destroyer took part in training maneuvers in the New Caledonia area during early March, and on the 27th the Task Force departed for the Coral Sea. *Hammann* acted as screening ship and plane guard for *Lexington*. Returning to Tongatabu 20 April, the Task Force sortied again into the Coral Sea 27 April for a surprise air raid on Japanese invasion forces on Tulagi.

While screening the carriers during the air raids of 4 May, *Hammann* was directed to rescue two fighter pilots downed on Guadalcanal, some 40 miles to the north. Steaming at full speed, the destroyer arrived at dusk and sighted a marker on the beach, which proved to be a parachute. The motor whaleboat was put over the side, but dangerous surf prevented it from landing. Consequently, the pilots were recovered with the use of lines from the boat. This accomplished, an attempt was made to destroy the wreckage of the aircraft, but the rough water made this impossible; *Hammann* returned to *Lexington's* screen from this successful operation that night.

Four days later, 8 May, came the main action of the Battle of the Coral Sea, the first naval engagement fought entirely on both sides between aircraft and ships. During the exchange of air attacks, *Hammann* screened the carriers, firing furously at Japanese torpedo planes as they attacked. Just as the torpedo planes retired, dive bombers appeared, one exploding a bomb a scant 200 yards off *Hammann*'s starboard bow. *Lexington*, which had

taken two devastating torpedo hits to port, was first thought to be under control, but a large internal explosion shortly before 1300, followed later by others, sealed her fate. As the order was given to abandon ship, *Hammann*, *Morris*, and *Anderson* stood by to receive survivors. The destroyer picked up nearly 500 men from the water before the gallant "Lady Lex" went down the night of 8 May, torpedoed by destroyer *Phelps*.

The Battle of the Coral Sea, that checked the Japanese advance to the southeast was over, but new demands called far to the north. Under urgent orders from Admiral Nimitz to meet a new threat, *Hammann* steamed with the Task Force at high speed to Pearl Harbor, arriving 27 May. Working feverishly to repair and replenish the force got underway 30 May to take part in one of the decisive battles of history, Midway. Steaming to meet the overwhelming Japanese fleet, the carriers with their protecting destroyers and cruisers, sped to the northeast just in time. No better example exists in the war of the flexibility and mobility of naval power and the great results that can follow.

During the great air battle of 4 June, *Hammann* screened *Yorktown*, helping to shoot down many of the attacking aircraft. But the carrier took two torpedo hits and, listing heavily, was abandoned that afternoon. *Hammann* again picked up survivors in the water, including *Yorktown's* skipper, Captain Buckmaster, and transferred them to the larger ships. Next morning, however, efforts were mounted to save the stricken carrier, a skeleton crew returned on board, and attempts were made to tow her to safety. *Hammann* came alongside 6 June to transfer a damage control party. The destroyer then lay alongside, providing hoses and water for firefighting, power, and other services while tied up next to *Yorktown*.

The salvage party was making excellent progress when the protective screen was penetrated by a Japanese submarine after noon on 6 June. Four torpedoes were loosed; two missed, one passed under *Hammann* and hit *Yorktown*, and the fourth hit the destroyer amidships, breaking her back.

As the debris from the explosion rained down and the ships lurched apart, it was apparent that the valiant *Hammann* was doomed. As she settled with sickening quickness, life rafts were lowered and rescue efforts began by ships in company. The ship sank in just 4 minutes, and following the sinking a violent underwater explosion caused many deaths in the water, bringing the toll in dead to over 80. Survivors were taken on board *Benham* and *Balch*.

Hammann thus was lost after taking a distinguished part in two of the most important Pacific battles, turning points in the war and history. The action at Midway was a victory of intelligence bravely applied by Admiral Nimitz and his Fleet, the first really smashing defeat inflicted on the Japanese.

Hammann received two battle stars for service in World War II.

II

(DE–131: dp. 1200; l. 306′; b. 36′7″; dr. 8′7″; s. 21 k.; cpl. 186; a. 3 3″, 8 dcp., 2 dct., 1 dcp. (h.h.); cl. *Edsall*)

The second *Hammann* (DE–131), formerly *Langley*, was named 1 August 1942 after the first *Hammann;* launched by Consolidated Steel Corp., Orange, Tex., 13 December 1942; sponsored by Mrs. Lilliam Rohde; and commissioned 17 May 1943, Lt. Comdr. R. D. deKay in command.

Hammann departed 5 June for Bermuda and shakedown operations, returning to Philadelphia 6 July. From there the ship sailed to Norfolk and on 13 July began the first of her many transatlantic convoy voyages. Her first four passages to Casablanca, Morocco, covered the period 13 July 1943 to 10 March 1944. During this period she screened convoys in company with escort carriers. She made several attacks on submarine contacts, but recorded no kills.

Between 28 March 1944 and 29 November 1944 the busy ship made no less than six more voyages successfully convoying to and from Europe, stopping at ports in Northern Ireland. Starting 4 January the ship changed her convoy destination to Liverpool and made four more voyages protecting the vital flow of supplies for the end of the European war. During one passage, 2 March 1945, *Hammann* was called upon to aid one of the ships in the convoy, *Lone Jack*, after a torpedo attack. The destroyer escort picked up 70 survivors and sent salvage parties aboard the stricken ship to keep her afloat.

Her duties in the Atlantic completed, *Hammann* departed New York 7 July 1945 for training operations in the Guantanamo Bay, Cuba, area, departing 24 July for California. She arrived San Diego via the Panama Canal 4 August, and from there proceeded to Pearl Harbor. As the Pacific war was then over, the destroyer escort took on passengers at Pearl Harbor for California, and after discharging them sailed through the Canal again to Charleston, S.C., arriving 25 September. She decommissioned at Green Cove Springs, Fla., 24 October 1945, and was placed in reserve. She was later moved to the Texas Group at Orange, where she remains out of commission in reserve.

Hammerberg

Owen Francis Patrick Hammerberg was born at Daggett, Mich., 31 May, 1920. He enlisted in the Navy 16 June 1941 and subsequently served in battleship *Idaho* and submarine chaser *Advent*. In 1941 he underwent instruction at the Deep Sea Diving School, Washington, D.C., and was assigned duty with the Salvage Unit under Service Force, Pacific Fleet. He lost his life during rescue operations at Pearl Harbor 17 February 1945. Disregarding all personal danger, he rescued one diver who had been trapped in a cave-in of steel wreckage while tunnelling under a sunken LST. After this rescue, Hammerberg went even farther under the buried hulk and, while rescuing a second diver, was pinned down by another cave-in and perished. Boatswain's Mate Hammerberg was posthumously awarded the Medal of Honor.

(DE–1015: dp. 1,340; l. 315′; b. 37′; dr. 18′; s. 25 k.; cpl. 206; a. 3 3″, 1 dct., 6 dcp.; cl. *Dealey*)

Hammerberg (DE–1015) was launched 20 August 1954 by the Bath Iron Works Corp., Bath, Maine; sponsored by Mrs. Elizabeth Moss, mother; and commissioned 2 March 1955, Lt. Comdr. Murray E. Draper in command.

Based at Newport, *Hammerberg* participated in convoy exercises, trained students at the Fleet Sonar School, Key West, and conducted antisubmarine warfare exercises during her first 2½ years of service.

Hammerberg departed Newport 3 September 1957 to participate in maneuvers with units of NATO. Antisubmarine training in the Irish Sea was followed by visits to Plymouth, England and Brest, France, before the destroyer escort returned to Newport 21 October. Then, after hunter-killer exercises with aircraft carrier *Tarawa*, *Hammerberg* sailed from Newport 1 April 1958 to Bodo, Norway, to take part in combined exercises with the Norwegian Navy. She returned to Boston 14 May.

Departing Newport 27 January 1959, *Hammerberg* sailed to Guantanamo Bay for refresher training, then took part in antisubmarine warfare training with the navies of Chile and Peru. She returned to Newport 21 April.

Between May 1959 and February 1960 *Hammerberg* was busy with antisubmarine exercises interspersed with cruises to Newfoundland and Puerto Rico. In March and April she participated in amphibious operations at Onslow Beach, N.C., and deployed 23 August 1960 for her second South American cruise. *Hammerberg* returned to Newport 13 December.

Hammerberg departed Newport 7 August 1961 on her third South American cruise. In November, at the request of the Organization of American States, *Hammerberg* and other American ships patrolled offshore the Dominican Republic to help ensure the orderly change-

over of that government and check Communist influence. *Hammerberg* returned to Newport 1 December. During 1962 *Hammerberg* participated in convoy escort operations and operated with the Fleet Sonar School in Key West. On 7 November *Hammerberg* was en route south to Mayport, Fla., where she was diverted to patrol the Florida Coast during the Cuban Crisis. On 29 November after President Kennedy had resolved the Cuban Crisis she sailed for Newport, R.I., for a well-deserved rest and tender availability. 1963 found *Hammerberg* in the Boston Naval Shipyard. From June to November she devoted time to "Unitas IV"—a delployment which was to comprise the circumnavigation of South America in the conduct of ASW operations with seven South American navies. On 30 November *Hammerberg* proceeded to Guantanamo Bay, Cuba, for participation in "PHIBASWEX I–63", a large-scale amphibious, ASW operation with over 30 other units of the Atlantic Fleet. On 17 December she arrived Newport, R.I. During 1964 *Hammerberg* participated in Operations "Springboard," "Canus Silex," and "Steel Pike," all exercises to sharpen the ship and crew not only in her important mission of locating and destroying submarines, but also in patrol, escort, rescue, evacuation, blockade and surveillance assignments.

On 8 February 1965 *Hammerberg* got underway for Northern Europe to join NATO "Match Maker I" Squadron in Exercise "Pilot High." On 3 May the squadron left Lisbon for Operation "Pole Star" off Halifax, Nova Scotia. After return to Newport 20 July, *Hammerberg* went into repair at Boston Naval Shipyard. She then trained off Guantanamo Bay, Cuba, and in August 1966 rendezvoused with *Van Voorhis* (DE–1028), *Leahy* (DLG–16) and *Requin* (SS–481) off Trinidad to participate in Operation "Unitas VII" through November. She continued her tactical maneuvers into 1967 constantly ready as a deterrant protecting the free world from aggression.

Hammerhead

A voracious shark, found in warm seas, with a curious hammerlike head.

I

(SS–364: dp. 1526; l. 311'9"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 60; c. *Gato*)

The first *Hammerhead* was launched 24 October 1943 by Manitowoc Shipbuilding Co. of Manitowoc, Wis.; sponsored by Mrs. R. W. Berry; and commissioned 1 March 1944, Comdr. J. C. Martin in command.

After a month's training in Lake Michigan *Hammerhead* was placed in a floating drydock and towed down the Mississippi River to New Orleans, La., where she arrived 8 April 1944. She subsequently proceeded to Balboa, Canal Zone, for further training, and thence to Pearl Harbor, Hawaii.

The submarine departed Pearl Harbor on her first war patrol 6 June 1944 in company with *Steelhead* and *Parche*. Cruising the seas south of Formosa, her first engagement came 9 June when she sank a sampan with gunfire. She then encountered a coastal oiler 29 June and closed for the attack, but the topedoes failed to strike home and a surpraise aerial attack forced the sub down. Next day *Hammerhead* damaged several ships of a convoy. She returned to Fremantle, Australia 17 August 1944.

Hammerhead's second war patrol was conducted in the Java and South China Seas. She departed Fremantle 9 September and made her first attack the night of 1 October, when a convey consisting of four cargo ships, one oiler, and three escorts was detected off Borneo. *Hammerhead* fired 10 torpedoes, scored a total of 6 hits, and sent 3 of the cargo ships to the bottom. The morning of 20 October the submarine found still another six ship convoy, and after evading one of the escorts delivered a six-torpedo attack. Two more cargo ships fell victim to *Hammerhead*'s marksmanship. The submarine returned from this highly successful patrol 2 November 1944, and was later awarded the Navy Unit Commendation for her outstanding performance.

The submarine commenced her third war patrol 25 November, returning to the South China Sea. On this cruise she operated with *Lapon* and *Paddle*, and although several attacks were made, no sinkings resulted. She returned to Fremantle 17 January 1945.

Hammerhead departed on her fourth war patrol 19 February, in company with *Baya*. Patrolling off Cape Varella, she detected a convoy and two escorts 23 February and while closing the cargo ships obtained a perfect shot on an escort. A spread of four torpedoes sank Japanese frigate *Yaku*. Due to the illness of her commanding officer, the submarine was forced to end her patrol, and moored at Subic Bay 3 March 1945.

Beginning her fifth war patrol 10 March 1945, *Hammerhead* proceeded to the coast of Indochina, where on 29 March she detected a large escorted convoy. Working her way inside the screen, the submarine was able to get a clear shot at an escort vessel, and a single hit broke her in two. After sinking the escort, *Hammerhead* damaged other members of the group before retiring. She returned from this war patrol 6 April 1945, mooring at Subic Bay, Philippines.

For her sixth war patrol *Hammerhead* operated in the Gulf of Siam. She arrived 6 May and that night encountered a small tanker and two escorts. After missing with two torpedoes at extreme range the submarine found the mark in a second attack, sinking the tanker *Kinrei Maru*. *Hammerhead* attacked other ships of the convoy without success and after a depth charge attack decided to break off. Sighting a cargo carrier 14 May with only an aircraft escort, *Hammerhead* made a perfect approach and sank the ship with two torpedoes. She returned from this patrol 25 May.

Hammerhead departed Fremantle 21 June on her seventh and last war patrol, also carried out in the Gulf of Siam, in company with three other submarines. Her major attack of this patrol occurred 10 July, when she sank cargo ships *Sakura Maru* and *Nanmei Maru No. 5*. The patrol was brought to a close 21 August 1945 at Pearl Harbor.

Hammerhead arrived Mare Island, Calif., for decommissioning 20 August 1945 and decommissioned 9 February 1946. She was then placed in the Fleet Reserve at Mare Island. Subsequently, *Hammerhead* was brought out of reserve during the Korean conflict, recommissioned 6 February 1952, and engaged in training duty on the West Coast between San Diego and San Francisco, Calif., until 21 August 1953. when she decommissioned for return to the Reserve Fleet. Earmarked for loan under the Military Assistance Program, the veteran submarine recommissioned once more 16 July 1954 to prepare for transfer. Decommissioned and transferred to Turkey 23 October 1954, she now serves the Turkish Navy as *Cerbe* (S–341).

Hammerhead received seven battle stars and a Navy Unit Commendation for World War II service. All seven of her war patrols were designated successful.

II

(SS(N)–663: dp. 3,800 (surf.), 4,600 (subm.); l. 292'3"; b. 31'8"; s. over 20 k.; cpl. 107; a. 4 21" tt., cl. *Sturgeon*)

The second *Hammerhead* (SS(N)–663), a *Sturgeon*-class nuclear submarine, was laid down by Newport News Shipbuilding & Drydock Co.. Newport News, Va., 29 November 1965; launched 14 April 1967 and sponsored by Mrs. O. Clark Fisher. The commissioning of the nuclear submarine is scheduled for the spring of 1968. A key element in the underwater deterrent force of the Navy she contributes to the vital, continuing task of "keeping the peace" over the vast reaches of global waters. Designed to attack and destroy all types of enemy ships, she is able to operate for long periods at great depths and at high submerged speed, making her a potent and effective challenge to enemy submarines. Operating under nuclear power, she also can conduct long-range reconnaissance

patrols and surveillance missions without risking detection by surface ships. Moreover, she is able to carry out extensive ASW operations, either alone or with other fleet submarines and destroyer-type surface ships.

Hammondsport

A village in New York.

(AKV–2: dp. 4,000(f.); l. 478'; b. 63'6"; dr. 22'10"; s. 16 k.; cpl. 255; a. 1 5", 4 3"; cl. *Kitty Hawk*)

Hammondsport (AKV–2) was built as *Seatrain Havana* in 1932 by Sun Shipbuilding & Dry Dock Co., Chester, Pa. After operating for Seatrain Lines, Inc. until 1941 she was acquired by the Navy through the Maritime Commission on a bareboat basis and commissioned at New York Navy Yard as *Hammondsport* (APV–2) 11 December 1941, Comdr. P. R. Glutting in command. She was reclassed AKV–2 on 15 September 1943.

Designed to carry cargo and aircraft, *Hammondsport* got underway 18 December 1941 for Chesapeake Bay, Va., and a short shakedown cruise. She continued to the Canal Zone, where she arrived 26 December and unloaded five PT boats transported from New York. *Hammondsport* arrived San Francisco 7 January 1942, and began loading cargo and aircraft to be carried to beleaguered allied forces in the western Pacific. Departing 15 January she steamed into Brisbane harbor with her precious cargo 5 February 1942. After unloading her cargo of 120 P–40 aircraft the ship sailed for San Francisco, arriving 17 March.

From March until August *Hammondsport* made four voyages from California to Pearl Harbor with general cargo and aircraft for further transfer to the forward areas. Departing from San Diego 1 September 1942, the ship then sailed into the western Pacific area, carrying cargo and aircraft to Noumea, Espiritu Santo, and Efate, New Hebrides Islands before returning to San Diego 3 November 1942.

Hammondsport carried out this vital supply duty for the remainder of the war. She carried not only replacement aircraft for the far-ranging fleet groups of the 3d and 5th fleets, but land-based aircraft as well. In addition, she brought to such staging bases as Espiritu Santo and Noumea spare parts and other vital cargo and carried damaged aircraft back to Pearl Harbor and California bases. As the allied armies and navies advanced toward Japan, her destinations moved northward and westward. After the fall of the Marianas, *Hammondsport*'s most frequent supply point was Guam, to which she carried hundreds of aircraft during 1945.

With the surrender of Japan *Hammondsport* continued to sail regularly between San Francisco, Pearl Harbor, and the Pacific islands, bringing aircraft and supplies back from Samar, Philippine Island, and the Marianas during September–November 1945. The ship departed Eniwetok atoll 21 December 1945 on her final passage, carrying 44 aircraft and 600 tons of cargo to Pearl Harbor and San Francisco. After touching at the latter port *Hammondsport* through the Panama Canal to Philadelphia, where she arrived 9 February 1946. There she decommissioned 7 March 1946 and was returned to the Maritime Commission. After a short period under charter to United Fruit Co., the ship was resold to Seatrain Lines 10 May 1946 and resumed merchant service as *Seatrain Havana*.

Hamner

Henry Rawlings Hamner was born 13 March 1922 in London, England. Appointed to the Naval Academy from Virginia, he graduated and gained his commission in June 1942. Hamner served to fit out and commission several new ships during the war, in addition to serving in the 12th Naval District and at Norfolk. He was appointed lieutenant in July 1944. Lieutenant Hamner died 6 April 1945 in *Howorth*, when his ship was crashed by a kamikaze during the suicidal Japanese "kikusui" massed attack of that day off Okinawa where "the fleet had come to stay".

(DD–718: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 35 k.; cpl. 336; a. 6 5", 16 40mm., 20 20mm., 5 tt. 6 dcp., 2 dct.; cl. *Gearing*)

Hamner (DD–718) was launched 24 November 1945 by the Federal Ship Building & Drydock Co., Port Newark, N.J.; sponsored by Mrs. Henry Rawlings Hamner, wife of Lt. Hamner; and commissioned 12 July 1946, Comdr. Joseph B. Swain in command.

After shakedown in the Caribbean, *Hamner* reported to the Pacific Fleet 24 December 1946 and immediately departed for her first deployment with the 7th Fleet. The new destroyer spent 9 months operating with Destroyer Division 111 out of various Chinese and Japanese ports before returning to the States for 6 months of training operations. *Hamner* followed this pattern of cruises until hostilities began in Korea 24 June 1950. Deployed in the Far East at the time, *Hamner* sailed to the Korean coast and began shore bombardment of Communist positions and supply lines. After participating in the evacuation of Yongdok and the defense of Pohang Dong, *Hamner* joined Task Force 77 for the brilliant amphibious operations against Inchon 15 September 1950.

After operating along the Korean coast to screen carriers whose planes were pounding Communist troops, *Hamner* returned to the States in March 1951. She was back on line in October 1951 and continued to prowl waters surrounding the peninsula with various task forces and bombardment groups, effectively damaging and checking the enemy. In March 1952 she spent 5 weeks on shore bombardment off the east coast of Korea near Kojo causing much damage to the enemy. Although frequently under heavy fire from enemy batteries, she was not hit. Returning to the States in May 1952, *Hamner* resumed her duties along the Korean coast 2 January 1953, remaining there on the bombline, at the seige of Wonsan Harbor, and on Formosa patrol until the armistice of 27 July 1953.

Hamner returned to the Western Pacific every year thereafter visiting ports in Korea, Japan, Taiwan, the Philippines, and even Australia in 1956 and 1959.

In addition to reminding Asia of America's determination and strength in the struggle against Communism, the destroyer made many good-will visits to Asian ports and engaged in exercises and Formosa patrol. She arrived off Taiwan for six weeks duty with the Taiwan Patrol Force 31 December 1958, just after another flareup of the Quemoy-Matsu crisis. When not deployed in the Pacific, *Hamner* trained out of San Diego. Entering the San Francisco Ship Yard in January 1962, she underwent a Fleet Rehabilitation and Modernization (FRAM) overhaul designed to add 10 to 20 years to her operating efficiency. Fitted with a new superstructure and the Navy's most modern electronic equipment, *Hamner* left the shipyard 5 December 1962 and, after training, sailed for her 13th WestPac cruise 18 May 1963. During this cruise she was part of the ready amphibious group in South Vietnam coastal waters in September.

Hamner returned to San Diego 24 November. She operated along the West Coast throughout 1964 and sailed again for the Orient 5 January 1965. Arriving Subic Bay on the 27th, she escorted aircraft carrier *Hancock* (CVA–19) to the Gulf of Tonkin. On 15 March she joined aircraft carrier *Coral Sea* (CVA–43) in "Yankee Team" operations. On 10 May she headed north at flank speed to cover SeaBee landings at Chu Lai. "Market Time" operations began 5 days later and on the 20th *Hamner* shelled Communist positions in South Vietnam in the first scheduled shore bombardment by the U.S. Navy since the Korean conflict. Thereafter she screened *Coral Sea*, bombarded the Trung Phan area 25 June, and covered the landing of Marines from *Iwo Jima* (LPH–2) at Qui Nhon 1 July. As mid-July approached, the destroyer headed home, reaching San Francisco on the 26th.

Overhaul at Hunter's Point and operations off the West Coast occupied the next year. *Hamner* got underway for her 14th WestPac deployment 2 July 1966. Late in the month she bombarded South Vietnam. Following patrol duty, she steamed up the Song Long Tao River to shell the Rung Sat Special Zone.

Hamner joined TG 77.6 as plane guard for *Oriskany* (CVA–34) on 1 October and continued this duty until receiving an emergency call from the carrier at 0730 on the 26th "I am on fire." Speeding alongside, for hours *Hamner* sprayed cooling water on her charred and buckled bulkheads. After the fight to save the ship had been won, *Hamner* escorted her to Subic Bay for repairs.

Back off Vietnam 6 November, the destroyer spent 2 weeks in Operation "Traffic Cop", shelling Communist junks bringing arms and supplies to the Viet Cong. Within a fortnight, *Hamner* had destroyed 67 craft. On 14 and 19 November enemy shore batteries fired on *Hamner*, and *John R. Craig* (DD–885). Although several rounds sprayed the destroyers with shrapnel, neither ship was damaged. On each occasion the American ships moved just outside range of the enemy guns and hammered the Communist batteries to silence. Leaving the fighting zone 20 November, a month and a day later, *Hamner* reached San Diego, where early in 1967 she began preparations to meet her next challenge.

Hamner was awarded five battle stars as well as a Presidential Unit Citation for her outstanding service in Korea.

Hamond

(PF–73: dp. 1430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma;* T. S2–S2–AQ1)

Hamond (PF–73), originally designated PG–181, was built under Maritime Commission contract by Walsh-Kaiser Co. Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–73 15 April 1943, renamed *Antigua*, and launched 26 July 1943, Mrs. Louise M. Reddick sponsoring. *Antigua* was then completed and transferred to the United Kingdom under lend-lease 4 November 1943, as part of the 21-ship "Colony" class. She served as a patrol and escort ship until being returned to the United States 2 May 1946. The frigate was sold for scrap to the Sun Shipbuilding & Drydock Co., Chester, Pa.

Hampden

A former name retained.

(Brig: 14 guns)

Hampden, a merchant ship in the West Indian trade, was purchased during the summer of 1776 by the Continental Congress and converted to Navy use at New Haven, Conn. Her first commanding officer, Hoysted Hacker, sailed her to Newport, R.I., in September 1776 to join *Alfred*, Captain John Paul Jones. After a month's delay, occasioned by a shortage of men, the two ships departed 27 October under Jones' command for a cruise to the north. The purpose of this foray was to harass Newfoundland fisheries and to attempt the liberation of American prisoners of war on Cape Breton Island. Soon after getting underway, however, *Hampden* grounded on a ledge, was considerably damaged, and could not continue. Captain Hacker and his crew transferred to the sloop *Providence* and continued the cruise, while *Hampden* returned to Providence, R.I. She was sold out of the service in late 1777 at Providence.

Hampden County

A county in Massachusetts.

(LST–803: dp. 1,625; l. 328'; b. 50'; dr. 11'; s. 12 k.; cpl. 266; cl. *LST–511*)

LST–803 was laid down by Jeffersonville Boat & Machine Co., Jeffersonville, Ind., 14 September 1944; launched 23 October; sponsored by Mrs. Katie Bryant; and commissioned 17 November, Lt. H. M. Parsons in command.

After shakedown off Florida *LST–803* departed New Orleans in December, arriving San Diego 8 January 1945. Sailing 4 days later, she touched Pearl Harbor, and Eniwetok before arriving Guam 12 February. During the next month she prepared at Guam, Saipan and Tinian for the invasion of Okinawa. With the 16th Marine Antiaircraft Battalion on board, she sailed 26 March for the last barrier on the road to Saipan.

The landing ship approached Kerama Retto 2 April, then under heavy enemy air raids and suicide attacks for the next week she unloaded her cargo before proceeding to Saipan for reinforcements. For the rest of the war *LST–803* shuttled cargo between Okinawa and the Philippines, then after the official Japanese surrender arrived Tokyo Bay with cargo for the occupation forces.

Following 3 months duty in the Far East *LST–803* sailed for the United States in mid-November, arriving San Diego the following month. In July 1946 she returned to the Western Pacific to operate as a utility ship, and transported cargo, troops, and prisoners-of-war throughout the Mariana and Caroline Islands. She continued these operations until 26 February 1949, when she departed Kwajalein for the United States. Arriving Long Beach 10 April, *LST–803* decommissioned 15 June and joined the Pacific Reserve Fleet.

Following the external communist aggression in South Korea *LST–803* recommissioned, Lt. Ben Owen in command, 15 November 1950 to meet the demand for ships needed in the struggle. She departed Port Hueneme 3 March 1951, and arrived Yokosuka 26 April. On 17 May she sailed to Korea to transport prisoners-of-war between Pusan and Koje–Do. Throughout the rest of the year she operated between Japan and Inchon, Korea, transporting troops, cargo, and prisoners-of-war then sailed 31 January 1952, for San Diego. After a brief overhaul and training, the veteran landing ship was back in Japan 15 November. She resumed her cargo and transport runs from Japan to Inchon and Pusan, continuing these operations until the Armistice ended the armed conflict 27 July 1953. Her major projects were amphibious landings at Inchon and salvage work behind enemy lines at Chummum Do.

After the war she engaged in Operation "Big Switch," the return of North Korean and Chinese Communists to Incheon for the exchange of South Korean repatriates. Returning to San Diego 25 September she operated along the West Coast for the rest of the year. In May 1954 she sailed on her third Far East tour and, while there, was assigned to "Passage to Freedom" which transported French and Vietnamese Army units, and Christian refugees from North Vietnam to Saigon.

While still in the Far East early 1955, another impending crisis flared between the Communist Chinese and the Chinese Nationalists over the Tachen Islands. As part of the amphibious force of the 7th Fleet, *LST–803* commenced embarking personnel and supplies from the Tachen beaches on 8 February. During the next week she transported over 2,300 troops and civilians, along with vehicles and heavy weapons to Formosa. After these two operations contributing to Peace in Asia were completed *LST–803* sailed for the United States, arriving San Diego 28 April.

On 1 July *LST–803* was named *Hampden County*. For the next 2 years she engaged in amphibious exercises along the West Coast, Hawaii, and in the Far East. After her 1956–57 WestPac tour, she returned to the West Coast 31 August; then decommissioned at Mare Island 2 January 1958. She was struck from the Navy List 17 April and was sunk as a fleet practice target off the coast of California 26 September 1958.

LST–803 received one battle star for World War II service and five stars for the Korean conflict.

Hampshire

Prior to being launched, Continental ship *Ranger* (*q.v.*) was called *Hampshire.*

Hampshire County

Counties in Massachusetts and West Virginia.

(LST–819: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–511*)

LST–819 was laid down by the Missouri Valley Bridge & Iron Co., Evansville, Ind., 12 September 1944; launched 21 October; sponsored by Mrs. William M. Gilmore; and commissioned 14 November 1944, Lt. George W. Ryerson in command.

Following shakedown off Florida, *LST–819* loaded cargo, then departed New Orleans 18 December for the Pacific. After a brief stop at San Diego and Pearl Harbor, the tank landing ship arrived Tulagi 23 February 1945. During the next month she shuttled cargo throughout the Pacific, then ammunition for the Okinawa invasion.

Arriving 2 April, one day after the initial landing, *LST–819* prepared to unload her cargo under heavy enemy air attack. Remaining off the island for the next 3 weeks, she assisted in the courageous effort as the Japanese made a futile attempt to stop the American thrust toward Japan. For the rest of the war she continued transport and cargo operations in the vicinity of Okinawa.

After V–J Day, she operated with the occupation forces in Okinawa and Japan, then sailed for the United States in mid-November, arriving San Francisco 6 January 1946. Later that month she sailed to Astoria, Oreg.; decommissioned there and joined the Pacific Reserve Fleet.

Because of the Korean conflict buildup *LST–819* recommissioned at Astoria 8 September 1950, Lt. J. H. Burch in command. Following training she departed San Diego 3 months later, arriving Yokosuka 17 January 1951. Two weeks later she steamed to Pusan where she embarked army personnel for transport to Inchon, arriving there 19 February. From February to June *LST–819* carried troops and vehicles from Japan to Korean ports; then on 8 June departed for the United States. After 6 months out of San Diego, "*819*" was en route for her second tour in the Far East, arriving Yokosuka 15 February 1952. She resumed cargo runs to the war zone as American forces demonstrated their ability to fight for the cause of freedom. She continued cargo operations and harbor entrance patrol until late October when she steamed back to the United States.

After the Korean conflict *LST–819* made another cruise to the Far East from August 1953 to June 1954 where she resumed her cargo operations under more peaceful conditions. She returned San Diego 17 July and operated along the West Coast until she decommissioned 24 June 1955.

While in reserve at San Diego *LST–819* was named *Hampshire County* 1 July 1955.

Hampshire County (LST–819) recommissioned 9 July 1966 for use in the Vietnam War. By 9 September she had completed shakedown training and on 24 September left Del Mar, Calif., for Danang, Vietnam, arriving 8 November. After debarking Marines and cargo there, she returned to Guam, anchoring 19 December. *Hampshire County* then participated in operation "Market Time" and continued into 1967 in her important combat support mission.

LST–819 received one battle star for World War service and four stars for the Korean conflict.

Hampton

The first *Hampton* retained its former name, while the second was named after a county in South Carolina.

I

(SP–3049: t. 48; l. 63′; b. 19′4″; dr. 6′3″; s. 9 k.)

Hampton (SP–3049), a wooden tug, was built in 1905 by H. Turman, Turkey Point, Va., and chartered by the Navy in 1918. She commissioned 21 April 1918 and served on general harbor duty in Hampton Roads under the jurisdiction of the 5th Naval District until being returned to her owner 13 August 1919.

II

(PCS–1386; dp. 251; l. 136′; b. 25′; dr. 9′; s. 14 k.; cpl. 59; a. 1 40mm., 2 20mm., 2 dcp., 1 dcp. (h.h.), 2 dct.; cl.)

PCS–1386 was laid down by Wheeler Shipbuilding Corp., Whitestone, N.Y., 15 May 1943; launched 28 September 1944; and commissioned 4 November, Lt. Thomas R. McMahan in command.

Equipped with the latest sonar gear, *PCS–1386* was assigned to the Fleet Sound School Squadron following her shakedown period. From her arrival at Key West 25 November 1944, until the end of the war she trained officers and enlisted men in the intricate art of submarine detection. The students later contributed to the war effort by operating the range recorder and attack plotter on the hunter-killer destroyers and destroyer escorts. Through the Navy's excellent ASW methods the enemy submarine threat was neutralized and the victorious conclusion of World War II was hastened.

After the war *PCS–1386* continued training operations based at Key West and in addition performed exercises in the Atlantic, Caribbean and Gulf of Mexico from 1946 to 1956. *PCS–1386* was named *Hampton* 15 February 1956 and decommissioned 27 April 1956. Hampton was transferred to the 5th Naval District and assigned to the Naval Reserve Training Center, Baltimore. *Hampton* operated as a training ship until she was struck from the Navy List 1 July 1959 and disposed of by Navy sale.

III

(APA–115: dp. 8,393 (lt.); l. 492′; b. 69′6″; dr. 26′6″; s. 18 k.; cpl. 475; a. 25″, 8 40mm.; cl. *Bayfield*)

The second *Hampton* (APA–115) was launched 25 August 1944 under Maritime Commission contract by Ingalls Shipbuilding Corp., Pascagoula, Miss.; sponsored by Mrs. Harry Gilmore; and commissioned 17 February 1945, Comdr. W. H. Ferguson in command.

After completing her shakedown training out of Galveston, *Hampton* arrived Newport 20 March for duty as a training ship for pre-commissioning crews. She continued this vital duty until departing 7 May for Norfolk to embark troops destined for Hawaii. The transport sailed 19 May and arrived Pearl Harbor via the Panama Canal 9 June. At Hawaii *Hampton* embarked over 1,000 members of the 34th Construction Battalion and sailed for Guam, where she arrived 6 July 1945. After disembarking her Seabees, so vital to the success of the island campaign in the Pacific, the transport sailed to the east, arriving San Francisco 25 July.

Hampton sailed from San Francisco 13 August, just prior to the surrender of Japan, and arrived Samar Island via Ulithi and Eniwetok 7 September. Joining the vast fleet carrying occupation forces to Japan, *Hampton* landed troops at Aomori Bay, Honshu, 25 September, and then returned to Okinawa for more occupation units. During October she carried these troops to Jinsen, Korea; Chefoo and Tsingtao, China, helping to speed occupation of these ports and stabilize the volatile China situation.

Hampton departed Tsingtao for Portland via Okinawa and Leyte, arriving 28 October 1945. She then made two voyages to Guam as part of the "Magic Carpet" fleet, performing the giant task of bringing home the thousands of Pacific veterans. After returning to the Pacific coast from the second voyage 10 February 1946, the transport sailed for the East Coast, arriving Norfolk 7 March. She

decommissioned 30 April 1946 and was returned to the Maritime Commission 1 May. In 1947 *Hampton* was sold to Pope and Talbot Lines and renamed *P. & T. Explorer.*

Hamul

Probably named after the star Hamal.

(AK–20: dp. 8,560; l. 492′; b. 69′; dr. 28′6″; s. 17 k.; cpl. 857; a. 1 5″, 4 3″; cl. *Hamul;* T. C3–cargo)

Hamul (AK–20), formerly *Sea Panther* and *Doctor Lykes*, was launched in May 1940 by the Federal Shipbuilding & Drydock Co., Kearney, N.J. After two trips to the Orient for Lykes Brothers Steamship Co. of New Orleans, *Hamul* was acquired by the Navy and commissioned 14 June 1941 at Charleston, Comdr. F. M. Tillson in command.

Originally a cargo ship, *Hamul* rendered logistical support for occupation of Iceland prior to America's involvement in the war. After working with General Electric in experiments on night camouflage, *Hamul* departed Boston in January 1942 to head a convey of five ships with men and material to establish a base at Bora Bora, Society Islands. This mission completed, the cargo ship returned to the States via Chile, while she loaded 10,000 tons of nitrate. *Hamul* discharged the valuable cargo at Mobile and remained there for conversion to a destroyer tender. Departing Mobile 7 January 1943, as AD–20, *Hamul* tended destroyers and other ships in Casco Bay, Maine, until April and then sailed south to serve as flagship of the Destroyer-Escort Shakedown Task Group in Bermuda. In the following 19 months she tended some 348 DE's as well as removing demolition charges from *U–505.* This German submarine was the first capture of a regular enemy war ship on the high seas by the U.S. Navy since 1815.

After overhaul at the Brooklyn Navy Yard, *Hamul* sailed for the Pacific 1 January 1945, reaching Saipan 12 February via the Panama Canal, Pearl Harbor, and Eniwetok. She remained there preparing amphibious craft for the massive Iwo Jima invasion until 27 March, when she sailed to Ulithi. At Ulithi *Hamul* kept busy repairing damaged craft returning from the Okinawa campaign until 6 May, when she sailed for the scene of the Pacific war's last major struggle. *Hamul* reached Okinawa 10 May 1945 and remained there until February 1946 to repair battle-damaged ships. With over 400 homeward bound veterans aboard, she departed Okinawa 10 February 1946. After discharging them at San Diego she proceeded to Jacksonville, Fla., and subsequently Orange, Tex., to prepare for decommissioning.

As *Hamul* entered the final stages of the decommissioning process, she was called back into active service as station ship at Plymouth, England. Reaching the British port 17 April 1947, *Hamul* remained there 3 years tending various American ships and making quarterly cruises to Atlantic and Mediterranean ports. Again ordered to decommission, *Hamul* departed Plymouth 17 July 1950; but the outbreak of war in Korea again called for every available ship. Going west via Norfolk, *Hamul* reached Sasebo, Japan, 23 October and began servicing the fleet operating off the Korean coast.

From that period on *Hamul*'s career fell into a pattern of 6 months duty in the East, which took her to the Philippines, Hong Kong, Formosa, and other Asian ports and islands, alternating with a similar period of time in her home port, Long Beach. During the active fighting in Korea and the Cold War afterwards, she played a vital role in maintaining America's mobile presence in the Pacific. *Hamul* (AD–20) decommissioned 9 June 1962 at Long Beach. Returned to the Maritime Administration, she was placed in the National Defense Reserve Fleet, Suisun Bay, Calif., where she remains.

Hancock

John Hancock was born 12 January 1737 in Braintree, Mass., graduated from Harvard College in 1754, and became the wealthiest merchant in Boston. He was president of the Massachusetts Provincial Congress and served as president of the Continental Congress from 24 May 1775 to 29 October 1777. As holder of this office, Hancock was the first signer of the Declaration of Independence.

John Hancock served the Continental Congress until he became Governor of Massachusetts in 1780. He presided over the State's Constitutional Convention held in that year. He also presided over the Massachusetts Convention of 1788 which ratified the Federal Constitution. With the exception of a term in the Confederate Congress, 1785–86, Hancock was Governor of Massachusetts until his death 8 October 1793. His body was interred in the Old Granary Burying Ground, Boston.

I

(Sch: t. 72; l. 60′; b. 20′; cpl. 70; a. 6 4-pdr.)

The first *Hancock*, was the former schooner *Speedwell*, hired from Mr. Thomas Grant of Marblehead, Mass., in October 1775 as one of a small fleet fitting out to prey upon British supply ships and support General Washington's siege of Boston. This fleet, the first under Continental pay and control, came to be called "George Washington's Navy."

In October 1775, *Hancock* and *Franklin* were ordered to intercept two brigs as they arrived in the St. Lawrence from England. But the two schooners instead sought easier quarry off Cape Canso where five prizes of dubious legality were taken. They also raided Charlottetown settlement without regard to orders to respect Canadian property. The story of their illegal actions reached General Washington who dismissed both ship commanders and returned their prizes to Canadian owners with apologies.

On 1 January 1776, Captain John Manley, Continental Army, was appointed Commodore of the Fleet and hoisted his flag in *Hancock*. She captured two enemy transports 25 January 1776, fending off an eight-gun British schooner in a brisk engagement while prize crews took the captured ships into Plymouth Harbor.

On 30 January 1776 *Hancock* was intercepted off Plymouth by the 14-gun British Brig *Hope* who had sailed from Boston for the express purpose of capturing *Hancock*. The American schooner ran ashore and grounded where it became impossible for *Hope*, with her deeper draft, to draw close aboard. The little sloop refloated and captured several more prizes in joint operations with the squadron by April 1776 when Captain Samuel Tucker took command of *Hancock*. He relieved Commodore John Manley who was taken into the Continental Navy to command Continental Frigate *Hancock*.

Hancock captured two brigs off Boston 7 May 1776. She continued to cruise under Tucker until declared unfit for service late in 1776. She returned to her owner early the following year.

II

(Fr.: t. 763; l. 136′7″; b. 35′6″; dph. 11′½″; cpl. 290; a. 24 12-pdr., 10 6-pdr.)

The second *Hancock* was one of the first 13 frigates of the Continental Navy authorized by resolution of the Continental Congress 13 December 1775. She was built at Newburyport, Mass., and placed under command of Captain John Manley 17 April 1776. After a long delay in fitting out and manning, she departed Boston in company with Continental frigate *Boston* 21 May 1777. On 29 May they captured a small brig loaded with cordage and duck. The next day they encountered a convoy of transports escorted by British 64-gun ship *Somerset* which set sail to close *Hancock*. Manley was saved by clever and well-timed action of *Boston* who forced *Somerset* to give up the chase by taking on the transports.

After escaping from *Somerset*, the two frigates sailed to the northeast until 7 June when they engaged the Royal Navy's 28-gun frigate *Fox* who tried to outsail her American enemies. *Hancock* gave chase and soon overhauled

Continental Frigates *Hancock* and *Boston* capturing British Frigate *Fox* 7 June 1777

Fox who lost her mainmast and suffered other severe damage in the ensuing duel. About an hour later, *Boston* joined the battle and compelled *Fox* to strike her colors.

Hancock spent the next few days repairing the prize and then resumed cruising along the coast of New England. East of Cape Sable she took an enemy coal sloop which she towed until the next morning when the approach of a British squadron prompted Manley to set the coal sloop ablaze and leave her adrift. The British brig *Flora* recaptured the *Fox* after a hot action. *Boston* became separated from *Hancock* who tried to outsail her pursuers. Early in the morning 8 July 1777 the British were within striking distance. HMS *Rainbow* began to score with her bowchaser and followed with a series of broadsides which finally forced *Hancock* to strike her colors after a chase of some 39 hours.

Hancock, renamed *Iris*, served the British Navy so effectively that her new owners boasted of her as "the finest and fastest frigate in the world." The most famous of the many prizes which made her officers wealthy men was the American 24-gun ship *Trumbull*, captured 8 August 1781. Later that year a French squadron in the West Indies captured *Iris* and used her as a cruiser. When the British took Toulon in 1793 they found *Iris* dismantled and used as a powder hulk. The British blew her up as they evacuated Toulon.

Hancock, a frigate launched at Salisbury, Mass., 28 April 1778, was renamed *Alliance* (*q.v.*) by the Continental Congress to honor the entry of France into the war.

III

(AP–3: dp. 8,500; l. 465'6"; b. 45'4"; dr. 24'3"; s. 13 k.; cpl. 278; a. 6 3")

The third *Hancock* (AP–3) was built in 1879 by J. Elder & Co., Glasgow, Scotland. Formerly *Arizona*, she was purchased by the War Department during the Spanish-American War and transferred to the Navy 8 November 1902. She was commissioned 20 November 1902, Lt. Comdr. F. W. Coffin, USN, in command.

Hancock sailed from San Francisco for the East Coast 14 December 1902 via Valparaiso, Chile; Montevideo, Uruguay; and Bahia, Brazil. She arrived New York Navy Yard 21 February 1903 and decommissioned 9 March for fitting out. Recommissioned 21 September, she served as receiving ship at the New York Navy Yard until relieved by *Washington* 6 August 1913.

Hancock departed New York 15 September and arrived at the Philadelphia Navy Yard the following day to be fitted out as a Marine transport. She sailed for the Gulf of Mexico 4 January 1914 having embarked the 1st Regiment, Advance Base Brigade of Marines. She landed the Marines at Vera Cruz, Mexico, to assist in the occupation of that city resulting from the arrest of the crew of a whaleboat of *Dolphin* (PG–24) by soldiers of General Huerta, aspirant to the Mexican presidency. During the tense months that followed, *Hancock* transported refugees uprooted by the Mexican Revolution between the coast of Mexico and Galveston, Tex., as she delivered supplies for the United States Expeditionary Force in Mexico. Other trouble spots erupted in the Americas. Both Haiti and the Dominican Republic, were going through a series of violent revolutions endangering the lives and property of foreigners and inviting foreign intervention. This situation demanded a buildup of American strength in the area. As a result as the diplomatic crisis with Mexico eased, *Hancock* embarked a battalion of Marines from Vera Cruz and transported them to Guantanamo, Cuba. She returned to Norfolk 25 July 1914 to embark the 5th Marine Regiment and got underway 30 July to cruise in waters off Haiti and Santo Domingo to be on hand to protect American interests against any eventuality. She returned to Norfolk 23 December for a general overhaul.

Hancock resumed duty cruising in the Caribbean. She continued to transport Marines, stores, provisions, mail, and other cargo to forces ashore in Mexico, Haiti, and Santo Domingo. From 12 to 30 September 1916 she as-

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sisted in the salvage of material from *Memphis* after the cruiser was driven ashore by a tidal wave in the harbor of Santa Domingo. *Hancock* carried the ill-fated ship's crew, stores, fittings, and ammunition to the Norfolk Navy Yard.

Hancock was at Guantanamo Bay, 27 March 1917 when ordered to proceed to St. Thomas in the Danish West Indies, where the Danish Government was to transfer the islands to the United States. She sailed the next day, embarking a Marine Detachment at Santo Domingo before arrival at St. Thomas, 30 March 1917. On 31 March, *Hancock*'s captain, Comdr. Edwin T. Pollock, USN, took over the islands in the name of the United States of America. At 1600 when the transfer became effective, Commander Pollock assumed the position of Acting Governor of the Virgin Islands. When the United States declared war on Germany six days later, *Hancock* took possession of German steamers *Wasgenwald* and *Calabria* interned there.

Hancock arrived at San Juan, P.R., 18 May 1917 to take possession of two more interned German steamships, *Präsident* and *Odenwald*. She embarked 29 German prisoners of war 23 May, and stood out of San Juan harbor that afternoon to tow *Odenwald* to the Philadelphia Navy Yard where she arrived 1 June.

Hancock was assigned to the U.S. Cruiser and Transport Force to embark troops of the 1st American Expeditionary Force 13 June. She got underway 17 June as Flagship of Troop Convoy Number 4 and arrived without mishap at St. Nazaire, France, 2 July. Returning to Philadelphia 22 July, her principal service until September 1919 was transportation of Marine passengers and military stores to ports in the West Indies and the Gulf of Mexico. She returned to Philadelphia 3 September and decommissioned 18 October 1919.

Hancock recommissioned 15 March 1920 and departed Philadelphia 2 April for Rosyth, Scotland, to man and fit out former German ships *Ostfriesland* and *Frankfurt* which had been allocated to the United States. She returned to New York with the vessels 9 August. After repairs at Philadelphia, she resumed transport duties between the East coast and the West Indies, 5 October 1920. She got underway from Philadelphia 5 March 1921 for Mare Island, Calif., and entered San Francisco Bay 20 April. The ship then sailed for the Hawaiian Islands 5 May arriving Honolulu 14 May, and served as receiving ship at Pearl Harbor until 1925. She was towed from Pearl Harbor 9 July 1925 arrived at the Mare Island Navy Yard 25 July, placed out of commission 1 September 1925, struck from the Navy List and sold 21 May 1926.

Hancock (CV–14) was laid down 1 February 1943 by Newport News Shipbuilding & Dry Dock Co., Newport News, Va., and renamed *Ticonderoga* (*q.v.*) 1 May 1943.

IV

(CV–19: dp. 27,100; l. 888′: b. 93′; ew. 147′6″; dr. 28′7″; s. 33 k.; cpl. 3,448; a. 12 5″, 44 40mm., 59 20mm., ac. 80 plus; cl. *Essex*)

The fourth *Hancock* (CV–19) was laid down as *Ticonderoga* 26 January 1943 by the Bethlehem Steel Co., Quincy, Mass.; renamed *Hancock* 1 May 1943; launched 24 January 1944; sponsored by Mrs. DeWitt C. Ramsey, wife of Rear Admiral Ramsey, Chief of the Bureau of Aeronautics; and commissioned 15 April 1944, Captain Fred C. Dickey in command.

After fitting out in the Boston Navy Yard and shakedown training off Trinidad and Venezuela, *Hancock* returned to Boston for alterations 9 July. She departed Boston 31 July en route to Pearl Harbor via the Panama Canal and San Diego, and from there sailed 24 September to join Admiral W. F. Halsey's 3d Fleet at Ulithi 5 October. She was assigned to Rear Admiral Bogan's Carrier Task Group 38.2.

Hancock got underway the following afternoon for a rendezvous point 375 miles west of the Marianas where units of Vice Admiral Mitscher's Fast Carrier Task Force 38 were assembling in preparation for the daring cruise to raid Japanese air and sea bases in the Ryukyus, Formosa, and the Philippines. Thus enemy air power was paralyzed during General MacArthur's invasion of Leyte. When the armada arrived off the Ryukyu Islands 10 October 1944, *Hancock*'s planes rose off her deck to wreak destruction upon Okinawan airfields and shipping. Her planes destroyed 7 enemy aircraft on the ground and assisted in the destruction of a submarine tender, 12 torpedo boats, 2 midget submarines, 4 cargo ships, and a number of sampans. Next on the agenda were Formosan air bases where 12 October *Hancock*'s pilots downed six enemy planes and destroyed nine more on the ground. She also reported one cargo ship definitely sunk, three probably destroyed, and several others damaged.

As they repelled an enemy air raid that evening, *Hancock*'s gunners accounted for a Japanese plane and drove countless others off during 7 hours of uninterrupted general quarters. The following morning her planes resumed their assault, knocking out ammunition dumps, hangars, barracks, and industrial plants ashore and damaging an enemy transport. As Japanese planes again attacked the Americans during their second night off Formosa, *Hancock*'s antiaircraft fire brought down another raider which splashed about 500 yards off her flight deck. On the morning of the third day of operations against this enemy stronghold *Hancock* lashed out again at airfields and shipping before retiring to the southeast with her task force. As the American ships withdrew a heavy force of Japanese aircraft roared in for a parting crack. One dropped a bomb off *Hancock*'s port bow a few seconds before the carrier's guns splashed her into the sea. Another bomb penetrated a gun platform but exploded harmlessly in the water. The surviving attackers then turned tail, and the task force was thereafter unmolested as they sailed toward the Philippines to support the landings at Leyte.

On 18 October she launched planes against airfields and shipping at Laoag, Aparri, and Camiguin Island in Northern Luzon. Her planes struck the islands of Cebu, Panay, Negros, and Masbate, pounding enemy airfields and shipping. The next day she retired toward Ulithi with Vice Admiral John S. McCain's Carrier Task Group 38.1.

She received orders 23 October to turn back to the area off Samar to assist in the search for units of the Japanese fleet reportedly closing Leyte to challenge the American fleet and to destroy amphibious forces which were struggling to take the island from Japan. *Hancock* did not reach Samar in time to assist the heroic escort carriers and destroyers of "Taffy 3" during the main action of the Battle off Samar but her planes did manage to lash the fleeing Japanese Center Force as it passed through the San Bernardino Straits. *Hancock* then rejoined Rear Admiral Bogan's Task Group with which she struck airfields and shipping in the vicinity of Manila 29 October 1944. During operations through 19 November, her planes gave direct support to advancing Army troops and attacked Japanese shipping over a 350-mile area. She became flagship of Fast Carrier Task Force 38, 17 November 1944 when Vice Admiral McCain came on board.

Unfavorable weather prevented operations until 25 November when an enemy aircraft roared toward *Hancock* in a suicide dive out of the sun. Antiaircraft fire exploded the plane some 300 feet above the ship but a section of its fuselage landed amidships and a part of the wing hit the flight deck and burst into flames. Prompt and skillful teamwork quickly extinguished the blaze and prevented serious damage.

Hancock returned to Ulithi 27 November and departed from that island with her task group to maintain air patrol over enemy airfields on Luzon to prevent enemy suicide attacks on amphibious vessels of the landing force in Mindoro. The first strikes were launched 14 December against Clark and Angeles Airfields as well as enemy ground targets on Salvador Island. The next day her planes struck installations at Masinloc, San Fernando, and

Cabatuan, while fighter patrols kept the Japanese airmen down. Her planes also attacked shipping in Manila Bay.

Hancock encountered a severe typhoon 17 December and rode out the storm in waves which broke over her flight deck, some 55 feet above her waterline. She put into Ulithi 24 December and got underway 6 days later to attack airfields and shipping around the South China Sea. Her planes struck hard blows at Luzon airfields 7 and 8 January and turned their attention back to Formosa 9 January hitting fiercely at airfields and the Tokyo Seaplane Station. An enemy convoy north of Camranh Bay, Indochina, was the next victim with 2 ships sunk and 11 damaged. That afternoon *Hancock* launched strikes against airfields at Saigon and shipping on the northeastern bulge of French Indochina. Strikes by the fast and mobile carrier force continued through 16 January, hitting Hainan Island in the Gulf of Tonkin, the Pescadores Islands, and shipping in the harbor of Hong Kong. Raids against Formosa were resumed 20 January 1945. The next afternoon one of her planes returning from a sortie made a normal landing, taxied to a point abreast of the island, and disintegrated in a blinding explosion which killed 50 men and injured 75 others. Again outstanding work quickly brought the fires under control in time to land other planes which were still aloft. She returned to formation and launched strikes against Okinawa the next morning.

Hancock reached Ulithi 25 January where Vice Admiral McCain left the ship and relinquished command of the 5th Fleet. She sortied with the ships of her task group 10 February and launched strikes against airfields in the vicinity of Tokyo 16 February. During that day her air group downed 71 enemy planes, and accounted for 12 more the next. Her planes hit the enemy naval bases at Chichi Jima and Haha Jima 19 February. These raids were conducted to isolate Iwo Jima from air and sea support when marines hit the beaches of that island to begin one of the most bloody and fierce campaigns of the war. *Hancock* took station off this island to provide tactical support through 22 February, hitting enemy airfields and strafing Japanese troops ashore.

Returning to waters off the enemy home islands, *Hancock* launched her planes against targets on northern Honshu, making a diversionary raid on the Nansei-shoto islands 1 March before returning to Ulithi 4 March.

Back in Japanese waters *Hancock* joined other carriers in strikes against Kyushu airfields, southwestern Honshu, and shipping in the Inland Sea of Japan, 18 March 1945. *Hancock* was refueling destroyer *Halsey Powell* 20 March when suicide planes attacked the task force. One plane dove for the two ships but was disintegrated by gunfire when about 700 feet overhead. Fragments of the plane hit *Hancock*'s deck while its engine and bomb crashed the fantail of the destroyer. *Hancock*'s gunners shot down another plane as it neared the release point of its bombing run on the carrier.

Hancock was reassigned to Carrier Task Group 58.3 with which she struck the Nansei-shoto islands 23 through 27 March and Minami Daito Jima and Kyushu at the end of the month.

When the 10th Army landed on the western coast of Okinawa 1 April *Hancock* was on hand to provide close air support. A suicide plane cartwheeled across her flight deck 7 April and crashed into a group of planes while its bomb hit the port catapult to cause a tremendous explosion. Although 62 men were killed and 71 wounded, heroic efforts doused the fires within half an hour enabling her to be back in action before an hour had passed.

Hancock was detached from her task group 9 April and steamed to Pearl Harbor for repairs. She sailed back into action 13 June and left lethal calling cards at Wake Island 20 June en route to the Philippines. *Hancock* sailed from San Pedro Bay with the other carriers 1 July and attacked Tokyo airfields 10 July. She continued to operate in Japanese waters until she received confirmation of Japan's capitulation 15 August 1945 when she recalled her planes from their deadly missions before they reached their targets. However planes of her photo division were attacked by seven enemy aircraft over Sagami Wan. Three were shot down and a fourth escaped in a trail of smoke. Later that afternoon planes of *Hancock*'s air patrol shot down a Japanese torpedo plane as it dived on a British task force. Her planes flew missions over Japan in search of prison camps, dropping supplies and medicine, 25 August. Information collected during these flights led to landings under command of Commodore R. W. Simpson which brought doctors and supplies to all Allied prisoner of war encampments.

When the formal surrender of the Japanese Imperial Government was signed on board battleship *Missouri*, *Hancock*'s planes flew overhead. The carrier entered Tokyo Bay 10 September 1945 and sailed 30 September, embarking 1,500 passengers at Okinawa for transportation to San Pedro, California, where she arrived 21 October. *Hancock* was fitted out for "Magic Carpet" duty at San Pedro and sailed for Seeadler Harbor, Manus, Admiralty Islands, 2 November. On her return voyage she carried 4,000 passengers who were debarked at San Diego 4 December. A week later *Hancock* departed for her second "Magic Carpet" voyage, embarking 3,773 passengers at Manila for return to Alameda, Calif., 20 January 1946. She embarked Air Group 7 at San Diego 18 February for air operations off the coast of California. She sailed from San Diego 11 March to embark men of two air groups and aircraft at Pearl Harbor for transportation to Saipan, arriving 1 April 1946. After receiving two other air groups on board at Saipan, she loaded a cargo of aircraft at Guam and steamed by way of Pearl Harbor to Alameda, Calif., arriving 23 April 1946. She then steamed to Seattle, Wash., 29 April to await inactivation. The proud ship decommissioned and entered the reserve fleet at Bremerton, Wash.

Hancock commenced conversion and modernization to an attack aircraft carrier in Puget Sound 15 December 1951 and was reclassified CVA–19, 1 October 1952. She recommissioned 15 February 1954, Captain W. S. Butts in command. She was the first carrier of the United States Fleet with steam catapults capable of launching high performance jets.

She was off San Diego 7 May 1954 for operations along the coast of California that included the launching 17 June of the first aircraft to take off a United States carrier by means of a steam catapult. After a year of operations along the Pacific coast that included testing of Sparrow I and Regulus missiles and Cutlass jet aircraft, she sailed 10 August 1955 for 7th Fleet operations ranging from the shores of Japan to the Philippines and Okinawa. She returned to San Diego 15 March 1956 and decommissioned 13 April for conversion that included the installation of an angled flight deck.

Hancock recommissioned 15 November 1956 for training out of San Diego until 6 April 1957 when she again sailed for Hawaii and the Far East. She returned to San Diego 18 September 1957 and again departed for Japan 15 February 1958. She was a unit of powerful carrier task groups taking station off Taiwan when the Nationalist Chinese islands of Quemoy and Matsu were threatened with Communist invasion in August 1958. The carrier returned to San Diego 2 October 1958 for overhaul in the San Francisco Naval Shipyard, followed by rigorous at sea training out of San Diego. On 1 August 1959, she sailed to reinforce the 7th Fleet as troubles in Laos demanded the watchful presence of powerful American forces in water off southeast Asia. She returned to San Francisco 18 January 1960 and put to sea early in February to participate in a new demonstration of communications by reflecting ultra-high-frequency waves off the moon. She again departed in August to steam with the 7th Fleet in waters off Laos until lessening of tension in that area permitted operations ranging from Japan to the Philippines.

Hancock returned to San Francisco in March 1961, then entered the Puget Sound Naval Shipyard for an overhaul that gave her new electronics gear and many other improvements. She again set sail for Far Eastern waters

2 February 1962, patrolling in the South China Sea as crisis and strife mounted both in Laos and in South Vietnam. She again appeared off Quemoy and Matsu in June 1962 to stem a threatened Communist invasion there, then trained along the coast of Japan and in waters reaching to Okinawa. She returned to San Francisco 7 October 1962, made a brief cruise to the coast of Hawaii while qualifying pilots then again sailed 7 June 1963 for the Far East.

Hancock joined in combined defense exercises along the coast of South Korea, then deployed off the coast of South Vietnam after the coup which resulted in the death of President Diem. She entered the Hunter's Point Naval Shipyard 16 January 1964 for modernization that included installation of a new ordnance system, hull repairs, and aluminum decking for her flight deck. She celebrated her 20th birthday 2 June 1964 while visiting San Diego. The carrier made a training cruise to Hawaii, then departed Alameda 21 October 1964 for another tour of duty with the 7th Fleet in the Far East.

Hancock reached Japan 19 November and soon was on patrol at Yankee Station in the Gulf of Tonkin. She remained active in Vietnamese waters fighting to thwart Communist aggression until heading for home early in the spring of 1965.

November found the carrier steaming back to the war zone. She was on patrol off Vietnam 16 December; and, but for brief respites at Hong Kong, the Philippines, or Japan, *Hancock* remained on station launching her planes for strikes at enemy positions ashore until returning to Alameda, Calif., 1 August, 1966. Her outstanding record during this combat tour won her the Navy Unit Commendation.

Following operations off the West Coast, *Hancock* returned to Vietnam early in 1967 and resumed her strikes against Communist positions. After fighting during most of the first half of 1967, she returned to Alameda 22 July and promptly began preparations for returning to battle.

Hancock was awarded the Navy Unit Commendation and received four battle stars for service in World War II.

Handy, V. P., see *YAG–30*

Hancock, Lewis, see *Lewis Hancock* (DD–675)

Hanford

A city in Kings County, Calif.

(PC–1142: dp. 295; l. 174'; b. 23'; dr. 8'; s. 20 k.; cpl. 65; a. 1 3'', 1 40mm., 3 20mm., 2 rkt., 4 dcp., 2 dct.)

PC–1142 was laid down by the Defoe Shipbuilding Co., Bay City, Mich., 31 March 1943; launched 20 August; and commissioned 3 June 1944, Lt. (j.g.) Francis A. Mulhern in command.

After shakedown off Florida, *PC–1142* was assigned to the Naval Training Center, Miami, operating there for 2 months. She sailed 22 September to escort a convoy to Cuba, then for the next 10 months continued escort and patrol duty between Florida and Cuba. *PC–1142* departed Key West 22 June 1945 en route to the Pacific, arriving San Diego 10 July.

Two weeks later she steamed for Hawaii; then after a brief stay at Pear Harbor arrived Eniwetok 24 August. For the rest of the year *PC–1142* performed patrol and escort operations in the Western Pacific. On 7 January 1946 she arrived Ponape, Caroline Islands, for assignment as a station ship. She continued these services out of Ponape and Eniwetok until 24 May when she was taken in tow by *APL–44*. *PC–1142* arrived San Diego 30 July, remaining there for the next three months. In late October she sailed to Astoria, Oreg., and decommissioned at Vancouver, Wash.

USS *Wasp* (CV–18), USS *Yorktown* (CV–10), US *Hornet* (CV–12), and USS *Hancock* (CV–19) in "Murderer's Row," Ulithi Atoll 2 December 1944

While berthed with the Pacific Reserve Fleet, Columbia River Group, *PC–1142* was named *Hanford* 15 February 1956. She was loaned to the Republic of China under the Military Assistance Program in July 1957, and now serves the Chinese Navy as *Pei Chang* (PC–122).

Hank

William Edwin Hank was born at Norfolk, Va., 25 September 1902 and graduated from the Naval Academy in 1925. During the years before World War II, he served at various shore stations and in *New York*, *Hull*, and *Saratoga*. Commissioned Lieutenant Commander in 1940, Hank took command of destroyer *Laffey* 1 April 1942. He received the Navy Cross for his skillful handling of the ship during the Battle of Cape Esperance October 11–12 and a second Navy Cross for heroism during the Naval Battle of Guadalcanal 12–13 November. As *Laffey* gallantly fought battleship *Hici* against great odds in a decisive fleet action that helped turn the course of the war, she was sunk by large caliber gunfire and a torpedo. Lt. Cmdr. Hank was reported missing and presumed dead 14 November. His ship received the Presidential Unit Citation.

(DD–702: dp. 2,200; l. 376'6"; b. 40'; dr. 15'8"; s. 34 k.; cpl. 336; a. 6 5", 12 40mm., 11 20mm., 10 21" tt.; cl. *Allen M. Sumner*)

Hank (DD–702) was launched 21 May 1944 by the Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Mrs. William Edwin Hank, widow of Lt. Cmdr. Hank; and commissioned 28 August 1944, G. M. Chambers in command.

After completing her Caribbean shakedown 18 October, *Hank* joined battleships *Missouri*, *Texas*, and *Arkansas* at New York and then sailed for the Pacific reaching Pearl Harbor 6 December via the Panama Canal and San Francisco. *Hank* reported to Ulithi 28 December and sortied 2 days later as part of the screen for Task Force 38, a fast carrier force under Vice Admiral John S. McCain. The primary mission of the carriers was to conduct air strikes against strategic Japanese positions along the China coast and on Formosa and Luzon to distract enemy attention and to divert Japanese ships from the landings at Lingayen Gulf which were to begin 9 January 1945. The day after the invasion was launched, Task Force 38 moved into the South China Sea to conduct a series of devastating raids on targets along the China Coast and in Indochina. After launching one final raid against Okinawa, the carriers and escorts, *Hank* included, returned to Ulithi 26 January 1945.

Joining Task Force 58, a reorganized fast carrier strike force under the command of Admiral Mitscher, *Hank* sortied 10 February. Carrier planes launched massive raids against airfields, aircraft factories, and shipping in the Tokyo area 16 and 17 February in paralyzing diversionary strikes prior to the invasion of Iwo Jima, 19 February. These raids, launched less than 125 miles from Tokyo Bay itself, were the first carrier air strikes to hit Japan proper since the Halsey-Doolittle raid of 1942.

Among the ships which *Hank* helped screen in the 116 unit task force were such illustrious veterans as *Indianapolis*, *Bunker Hill*, *Hornet*, *Wasp*, *Lexington*, *Essex*, *Yorktown*, *Enterprise*, *Saratoga*, *Indiana*, *Missouri*, *South Dakota*, and *Washington*. Deploying to the Iwo Jima area the afternoon of 18 February, *Hank* remained there to provide support for the invasion which began the following day; and she operated off the bitterly contested island until returning to Ulithi 4 March.

As the Pacific war moved into its climactic phases, *Hank* steamed from Ulithi with Task Force 58 14 March for further strikes against the Japanese home islands. Closing to within 75 miles of their targets, the carriers launched massive strikes against airfields on Kyushu and ships in the Inland Sea 18 and 19 March. Although under heavy air opposition from time to time, the carrier planes claimed a total of 528 Japanese aircraft destroyed. After participating in the bombardment of enemy shore positions—including radio facilities, a weather station, and an airfield—on Minami Daito Shima 27–28 March, *Hank* headed for Okinawa. Her task force furnished support for landings made on that heavily fortified island 1 April, and *Hank* spent a busy week screening the carriers and stopping kamikazes with highly effective antiaircraft fire. The destroyer then reported to a lonely radar picket station, where on the afternoon of 11 April she narrowly averted disaster by her effective gunfire. As a kamikaze came in low off the port bow, heading directly for the bridge, *Hank*'s accurate antiaircraft fire deflected it slightly, but the "Zeke" came in close enough to kill three sailors before crashing into the sea and exploding close aboard.

After repairs at Ulithi, *Hank* again joined Task Force 58, 1 May to resume screening and radar picket duties off Okinawa. June was spent at San Pedro Bay, Philippines, undergoing replenishment and training, and on 1 July the carriers redesignated Task Force 38 and operating under Vice Admiral McCain in Admiral Halsey's 3d Fleet sortied to launch further strikes against the Home Islands. *Hank* spent most of this period on hazardous and lonely radar picket duty, steaming 50 miles from the main body of ships to provide early warning of enemy air attacks. On the night of 18 July she joined Destroyer Squadron 62 and Cruiser Division 18 for an antishipping sweep across the entrance to Tokyo Bay. As she patrolled her radar picket station 9 August, *Hank* and *Borie* found themselves in the midst of five kamikaze planes. One of the aircraft came so close to *Hank* that it drenched both ship and personnel forward with gasoline before the veteran ships destroyed it and the other four attackers. *Borie* had been hit in the after bridge structure and suffered 48 dead and 66 wounded, while *Hank* had to report 1 man missing in action and 5 wounded.

Hostilities ceased 15 August 1945, and *Hank* steamed proudly into Tokyo Bay 10 September to participate in the occupation. She continued operations around Japan and Pearl Harbor through 30 December, when she sailed for Charleston, S.C., via Eniwetok, Pearl Harbor, San Diego, and the Panama Canal.

The veteran ship operated primarily out of New Orleans for reserve training cruises and good will visits to Caribbean and Central American ports until sailing 6 September 1949 for the Mediterranean. During her 5 months with the 6th Fleet, *Hank* participated in amphibious operations and visited Gibraltar, Malta, France, Sicily, Italy, and Algeria. Returning to Norfolk 26 January 1950, *Hank* engaged in training operations and a cruise to the Caribbean until sailing for the Far East and the Korean War 6 September. She arrived Yokosuka, Japan, 1 month later and joined the United Nations Blockade and Escort Force off the Korean coast. Her movements centered mainly around Wonsan Harbor, then under seige, with frequent interruptions for blockade patrol and bombardment missions. *Hank* supported the evacuation of Wonsan in early December and then moved up to Hungnam to help provide the curtain of fire which covered the evacuation of Allied troops. In January and February 1951, *Hank* supported the 8th Army as it moved to recapture and consolidate Seoul and Inchon. Screening, blockade patrol, and shore bombardment constituted the destroyer's duties along the Korean coast until she sailed for the United States, reaching Norfolk 9 June via San Diego, the Panama Canal, and Guantanamo.

After a yard overhaul at Norfolk, *Hank* resumed the peacetime training operations, Caribbean exercises, and annual deployments to the Mediterranean that kept the fleet ready to serve America well at any moment on the seas. In the fall of 1956 as warfare flared over the nationalization of the Suez Canal, *Hank* was there. She conducted patrols in the eastern Mediterranean to assert and confirm America's determination to keep the peace as well as to protect her citizens and interests.

In 1960 the destroyer with the Navy began to reach into space. She participated in training for Project Mercury,

America's first man-in-space effort, off the Virginia capes, and she was designated one of the recovery ships when Astronaut Lt. Comdr. Scott Carpenter made his orbital flight 24 May 1962. *Hank* operated with *Independence* on blockade and surveillance duty during the October 1962 Cuban Missile Crisis, remaining in the tension-filled Caribbean for nearly a month. She was designated a Naval Reserve Training Ship in October 1963 and proceeded to her new home port, Philadelphia. After undergoing repairs at Sun Shipbuilding & Drydock Co., Chester Pa., in 1964 *Hank* began reserve training cruises along the East Coast from Fort Lauderdale, Fla., to Halifax, Nova Scotia, continuing into 1967.

Hank received four battle stars for World War II, and four battle stars for Korean service.

Hanna

William T. Hanna was born 23 October 1920 in New York, N.Y. Private Hanna enlisted in the U.S. Marine Corps 14 January 1942 at New York. He was killed in action 9 October 1942 while attached to the 1st Marine Division Reinforced on Guadalcanal. His unit received the Presidential Unit Citation for outstanding gallantry and determination in successfully executing forced landing assaults against a number of strongly defended Japanese positions on various Japanese strongholds including Guadalcanal. For his undaunted courage Private Hanna was posthumously awarded the Navy Cross and Purple Heart. "Fighting desperately in hand-to-hand combat against overwhelming hostile forces, Private Hanna refused to be dislodged from his position and after exacting a tremendous toll of the enemy, heroicly died at his post."

(DE–449: dp. 1,350; l. 306'; b. 36'8"; dr. 9'5"; s. 24 k.; cpl. 186; a. 2 5", 4 40mm., 10 20mm., 2 dct., 8 dcp. (h.h.); cl. *John C. Butler*)

Hanna (DE–449) was launched 4 July 1944 by the Federal Shipbuilding & Drydock Co., Newark, N.J.; sponsored by Mrs. William P. Hanna, mother; and commissioned 27 January 1945, Lt. Comdr. Means Johnston, Jr., in command.

After shakedown out of Bermuda and Guantanamo Bay, *Hanna* returned to New York 24 March 1945. Departing New York 9 April she escorted *Akutan* (AE–13) to Cristobal, Canal Zone, then sailed via San Diego arriving Pearl Harbor 4 May. After more intensive training and various escort missions in Hawaiian waters *Hanna* sailed 9 June for Eniwetok where she took up duty with Marshall-Gilberts Surface Patrol and Escort Group. This duty continued until 28 September after the Japanese surrender. Then she and the U.S. prize *Tachibana Maru* formed the task unit to evacuate Japanese soldiers and sailors from Wake Island. Embarking 700 passengers they reached Tokyo 12 October. The U.S. Navy crew was withdrawn; the United States ensign hauled down; and *Tachibana Maru* turned over to the Japanese.

Departing Tokyo 24 October 1945 *Hanna* returned to Eniwetok and then sailed to Guam, where she took up duty as air-sea rescue and weather reporting ship. She continued this important task until her return to the States, where she decommissioned at San Diego 31 May 1946 and joined the Pacific Reserve Fleet.

Hanna recommissioned at San Diego 27 December 1950, Lt. Comdr. C. W. Ward in command to augment Navy strength in the Korean conflict.

Once more an active unit of the Pacific Fleet, *Hanna* served with Escort Squadron 9 until 16 April 1951 when she sailed for the Western Pacific. Here she served as patrol ship in the Formosa Straits. In June 1951 *Hanna* joined Task Force 95 for blockading and escort duties off the west coast of Korea. In August, while on shore bombardment mission in Wonsan Harbor *Hanna* was instrumental in silencing enemy shore batteries after a duel lasting more than 2 hours. During the ensuing months *Hanna* served gallantly, operating with the Blockading and Escort Forces of Task Force 95. She was part of the antisubmarine and antiaircraft screen for our aircraft carriers launching repeated strikes against the Communists. In early November 1951 *Hanna* was detached for the United States, reaching San Diego 26 November for overhaul.

Three months later *Hanna* returned to the western Pacific and resumed her shore bombardment missions in addition to escorting damaged vessels and investigation of fishing craft. She returned to San Diego 9 June 1953. After operations off the California coast *Hanna* departed 19 November for an island-hopping cruise of the Central Pacific, returning to San Diego 6 June 1954.

Between 9 November 1954 and 28 July 1957 *Hanna* made three more deployments to the western Pacific. On her last deployment *Hanna* took up patrolling the Central Carolines, Northern Marianas, the Bonins, and the Volcano Islands. In addition she participated in a rescue mission involving the Chinese Nationalist merchantman SS *Ping Tung* that had run aground on Yokoate Shima, an island of the Ryukyu chain.

Hanna's home port was changed to Long Beach 26 November 1957 and she was designated a Naval Reserve Training Ship. She commenced the first of her reserve training cruises 6 February 1958 to Manzanillo, Mexico, and from that date until 27 August 1959 made 18 such cruises in addition to numerous weekend cruises. *Hanna* decommissioned at Mare Island 11 December 1959 and joined the Pacific Reserve Fleet.

Hanna received five stars for Korean service.

Hannah

A former name retained.

(Sch: t. 78, a. 4 4-pdrs.)

Hannah, originally owned by John Glover of Marblehead, Mass., was the first armed vessel to sail under Continental pay and control, and was taken over 24 August 1775. She was the beginning of the small fleet fitted out by George Washington in the fall of 1775 to aid him in the siege of Boston by capturing provisions ships making for the harbor from British ports. Her first Captain was Nicholson Broughton, a captain in the Army, and her crew was recruited from John Glover's regiment.

After outfitting, *Hannah* sailed 5 September, and next day captured the sloop *Unity* with naval stores and provisions. The ship returned to Beverly, Mass., and after much trouble maintaining an adequate crew, sailed again near the end of September 1775. She cruised off Boston, and was run ashore by British sloop *Nautilus* near Beverly 10 October. After a spirited engagment between the British ship and townspeople on the shore, *Hannah* was saved from destruction and capture, but was soon decommissioned as General Washington found more suitable ships for his cruisers.

Hannam

(PF–77: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma*; T. S2–S2–AQ1)

Hannam (PF–77), originally designated PG–185, was built under Maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I. Intended for us by the United Kingdom, she was reclassified PF–77, 15 April 1943, renamed *Caicos*, and launched 6 September 1943, sponsored by Mrs. William A. Sandison. *Caicos*, was then completed and transferred under lend-lease to the United Kingdom 31 December 1943 as part of the 21-ship "Colony" class. She served as a patrol and escort ship until being returned to the United States 12 December 1945. The frigate was sold to N. B. Wolcott of New York City in June 1946 and resold to Argentina 6 July 1947. Renamed *Santisma Trinidad* (P–34), she served with the Argentine Navy as a frigate until 1963, when she was reclassified a survey ship and renamed *Augusto Lasere* (Q–9).

EMBRYO OF THE AMERICAN NAVY.

The Schooner "Hannah" running the Gauntlet of Two British Ships-of War, off Cape Ann, September 5, 1775.

Hannibal

Hannibal was born in 249 B.C. to be brought up by his father in undying hatred of Rome. During the Second Punic War, he led an army from the Carthaginian colony in Spain across the Alps into Italy, defeating every army sent to oppose him. Hannibal maintained himself in the Italian peninsula for 15 years without support from home; but when Carthage was threatened with invasion in 203 B.C., he returned to Africa. He was defeated in the Battle of Zama 202 B.C., and soon was driven into exile. In 183 B.C. Hannibal took poison and died.

(AG–1: dp. 4,000''; l. 274'1''; b. 39'2''; dr. 17'7''; s. 9 k. cpl. 244; a. 1 4'', 2 3'', 8 .50 cal. mg.)

Hannibal (AG–1), a converted steamer, was built as *Joseph Holland* by J. Blumer & Co., Sunderland, England, in 1898; purchased by the Navy 16 April 1898; renamed *Hannibal*; and commissioned 7 June, Comdr. H. G. Colby in command.

From June 1898 to May 1908 *Hannibal* served in the Collier Service along the Atlantic coast. After an overhaul in 1908, she continued in the Collier Service with her base in New England for nearly 3 years. *Hannibal* decommissioned 15 August 1911.

She recommissioned 16 October 1911 and was assigned to the U.S. Survey Squadron to make depth soundings and surveys in preparation for the opening of the Panama Canal. Hydrographic surveys continued in the Caribbean until 1917, including operations in Panama, Nicaragua, Honduras, and Cuba.

With the advent of World War I, *Hannibal* operated with the Patrol Force of the Atlantic Fleet. After an overhaul in early 1918, she became a tender to submarine chasers at Plymouth, England. *Hannibal* served in English waters until December, when she sailed for the Azores via Gibraltar as a sub-chaser escort. In early 1919 she resumed sub-tender duties, and visited England, France, and Portugal returning to the United States in August.

Hannibal remained in reserve at Philadelphia until 9 February 1921, when she sailed for Cuba to resume survey operations which lasted until 1930. During the next decade *Hannibal* surveyed waters near Trinidad, Venezuela, Costa Rica, and the Canal Zone. During World War II she operated out of Norfolk in the Chesapeake Bay degaussing range. *Hannibal* dcommissioned 20 August 1944 and was sunk as a bombing target March 1945.

Hanover

A county in Virginia.

(APA–116: dp. 8,100 lt.; l. 492'; b. 69'6''; dr. 26'6''; s. 16 k.; cpl. 479; a. 2 5'', 8 40 mm.; cl. *Bayfield*; T. C3–S–A2)

Hanover (APA–116) was launched under Maritime Commission contract by Ingalls Shipbuilding Corp., Pascagoula, Miss., 18 August 1944; sponsored by Mrs. Stanley M. Bebler; loaned to the Navy and simultaneously commissioned 31 March 1945, Comdr. J. H. Henderson in command.

After conducting a brief shakedown cruise off Galveston, Tex., *Hanover* arrived Gulfport, Miss., 3 May 1945 and began loading Marines and SeaBees for transportation to the Pacific. She got underway 6 May and sailed

to Pearl Harbor, carrying out training operations en route. After her arrival 24 May, the ship unloaded her troops for further transfer and until 6 June took part in underway training operations in Hawaiian waters. She then sailed for San Francisco in company with other transports, and just before reaching California was diverted to Portland, Oreg., where she arrived 19 June.

Hanover got underway 1 July for Eniwetok Atoll, an important Pacific staging area, expecting to take part in the final assault on Japan. Arriving 14 July, she sailed in convoy 3 days later, bound for Ulithi. The ship remained at this base briefly, for she was soon bound for Okinawa, where she arrived 12 August 1945. *Hanover* unloaded replacement troops on this battle-scarred island, and after the close of the war prepared to take part in the occupation.

After embarking Army units *Hanover* sailed 5 September for Jinsen, Korea, to aid in the occupation, and unloaded her troops 3 days later. The transport returned to Okinawa 14 September but was soon forced to stand out to sea to ride out the great hurricane of September 1945. After the severe weather subsided, *Hanover* returned to Okinawa and loaded troops for the occupation of China. She arrived Taku 30 September to help stabilize the troubled situation there and aid in the consolidation of the area by Nationalist forces.

Hanover's next assignment was with the "Magic-Carpet" fleet, bringing home American troops from the Pacific. She arrived San Francisco on her last voyage 6 February 1946, and was ordered to steam via the Panama Canal to Norfolk, Va., where she arrived 9 March. The ship decommissioned 11 May 1946 and was returned to the Maritime Commission the next day. Sold to the Matson Navigation Co. in 1947, she sailed as *Hawaiian Wholesaler* until 1961, when she became *Ventura* for Matson's Oceanic Steamship Co.

Hansford

A county in Texas.

(APA–106: dp. 8,100 lt.; l. 492′; b. 69′6″; dr. 26′6″; s. 16 k.; cpl. 479; a. 2 5″, 8 40mm.; cl. *Bayfield*; T. C3–S–A2)

Hansford (APA–106) was launched 25 April 1944 as *Gladwin* by Western Pipe & Steel Co., San Francisco, under Maritime Commission contract; sponsored by Mrs. Edward C. Cahill; transferred to the Navy; renamed *Hansford* 25 August 1944, and commissioned 12 October 1944, Comdr. William A. Lynch in command.

After shakedown off San Pedro, Calif., *Hansford* got underway for Pearl Harbor 25 November 1944 and unloaded passengers and cargo there 2 December. In the Hawaiian Islands she undertook an intensive training program emphasizing landing exercises during daylight and maneuvering in formation at night. On 28 December she embarked the 1st Battalion Landing Team, 27th Regiment, 5th Division, U.S. Marines who joined her crew in amphibious training as they made ready for combat.

On 27 January 1945, *Hansford* sailed for Saipan, the staging area for the invasion of Iwo Jima, next step in America's seaborne thrust across the Pacific. After final rehearsal at Saipan, she sortied 16 February 1945 with Task Force 51. The initial assault waves which stormed the beaches of Iwo Jima 19 February included units from *Hansford*. She continued to land troops and equipment through 25 February. Although she often closed to within 1,000 yards of land, *Hansford* managed to escape the enemy shells which landed nearby. However, four of her boats, two LCVP's and two LCM's were lost during the operation, and her beach party, which was ashore from 19 February through 22 February, suffered 17 casualties including one officer and three enlisted men killed and one bluejacket missing. Three members of the boat group were wounded.

Each day while she was anchored off Iwo Jima, *Hansford* embarked and cared for casualties who were brought on board from the beaches. On the afternoon of 25 February she sailed for Saipan. Upon arrival there, 28 February, she transferred 127 casualties to an Army hospital.

Hansford departed for Tulagi, Solomon Islands, 5 March 1945, where upon arrival 12 March, she replaced the boats lost at Iwo Jima. The next day she sailed for the New Hebrides, anchoring in Segond Channel, Espiritu Santo Island, 15 March to embark the 2d Battalion Landing Team, 105th Regiment, 27th Infantry Division, U.S. Army. While at Espiritu Santo, *Hansford* readied herself for further combat. She got underway for Ulithi atoll, the staging area for the invasion of Okinawa, 25 March.

She sortied to the Ryukyus 4 April to take part in the follow up phases of the vast Okinawa operation, largest invasion of the Pacific War. After a passage made difficult by three submarine contacts and encounters with numerous floating mines, her task group anchored in Kerama Retto 9 April 1945. The next day she steamed to the Hagushi beaches at Okinawa, where she landed her troops, cargo, and embarked casualties. *Hansford*'s crew often sighted enemy planes which raided the area 20 times during the week she was off Okinawa, but she only opened fire once when an enemy plane passed close aboard at an extremely low altitude. The ship's company suffered their only casualty when the barrel of a 20mm. gun exploded.

Hansford departed Okinawa with 51 casualties on board 16 April and transferred them to an Army hospital upon her arrival Saipan 20 April. The next day she got underway for Ulithi where she anchored 23 April for a month of training for future operations against the Japanese home islands. She then proceeded to the Philippines arriving San Pedro Bay, Leyte Gulf, 27 May, to continue preparations for invasion.

The day after the Japanese capitulated, *Hansford* embarked Commander Amphibious Group 12, Rear Admiral J. L. Hall, and his staff of 62 officers and 218 bluejackets. On 19 August key Army units came on board at Leyte for passage to occupation duty in Japan. She got underway for Tokyo Bay 25 August, returned to Subic Bay that night because of typhoon and 27 August again sailed for Japan. Her formation entered Tokyo Bay early in the watch and passed battleship *Missouri* as the surrender ceremonies ending the war took place. The next day *Hansford*'s occupation troops and cargo debarked at Yokohama. During the ensuing weeks at Yokohama, *Hansford* was a center of much activity since Admiral Hall, now serving as Port Director, was embarked. Her duties included quartering liberated Allied prisoners.

Assigned "Magic Carpet" duty 13 October, *Hansford* sailed with 79 officers and 1,320 enlisted passengers whom she debarked in San Pedro 26 October. After repairs in dry dock, she returned to Nagoya, Japan, 4 December and got underway for Seattle, Wash., with another load of troops 7 December. The day after her arrival back in Japan, she was released from "Magic Carpet" duty, and sailed for the United States. Subsequently, *Hansford* sailed via the Panama Canal to Norfolk, arriving 2 May 1946, she decommissioned there 14 June 1946. She was redelivered to the Maritime Commission and sold 20 May 1947 to Isthmian Lines, where she became *Steel Apprentice.*

Hanson

Robert Murray Hanson was born 4 February 1920 at Lucknow, India, the son of Methodist missionaries stationed in India. Joining the Marine Corps shortly after the outbreak of World War II, Hanson trained as a fighter pilot and became part of the 25th Marine Fighting Squadron. He was credited with splashing 26 Japanese planes, 20 of them in 6 consecutive flying days. His country recognized the quintuple ace's skill and daring by awarding him the Medal of Honor as well as the Air Medal and the Navy Cross. The Medal of Honor Citation reads in part: "Undeterred by fierce opposition, and fearless in the face of overwhelming odds, 1st Lt. Hanson fought the Japanese boldly and with daring aggressiveness". Lt. Hanson was lost in action when his plane

crashed into the sea over Rabaul, New Britain, 3 February 1944.

(DD–832: dp. 2,425; l. 390'6", b. 41'1"; dr.; 18'6"; s. 35 k.; cpl. 367, 6 a. 6 5", 12 40 mm., 8 20 mm., 5 21" tt.; dep., 2 dct. cl. *Gearing*)

Hanson (DD–832) was launched 11 March 1945 by the Bath Iron Works Corp., Bath, Maine; sponsored by Mrs. Harry A. Hanson, mother of Lt. Hanson; and commissioned 11 May 1945, Comdr. John C. Parham in command.

After shakedown in the Caribbean and conversion to a picket destroyer at Boston Navy Yard, *Hanson* sailed for the Pacific 7 November 1945. She spent most of the following year operating in support of occupation forces in Japan, with a September period of fleet maneuvers off the China coast. Reporting to the Atlantic Fleet at Norfolk 6 February 1947, *Hanson* trained along the East Coast until sailing in late January 1948 for her first tour of duty with the 6th Fleet in the Mediterranean. She was designated DDR–832 (radar picket destroyer) 8 March 1949. During her second deployment to the Mediterranean in the summer of 1949 *Hanson* took part in two of the most important steps toward peace taken in that tension-wracked region. As station ship to the United Nations General Assembly at the Isle of Rhodes, she was the only American warship present as Greece received control of the long-contested Dodecanese Islands. On her next important duty *Hanson* carried United Nations mediator Dr. Ralph Bunche, later awarded the Nobel Peace Prize, to Beirut, Lebanon, for peace negotiations on Israel.

World crisis shifted from Europe and the Mediterranean to the East in 1950, and *Hanson* joined the Pacific Fleet at Pearl Harbor 12 July to prepare for her role against Communist aggression in Korea. Her first duty off the war-torn country saw *Hanson* participating in the brilliant amphibious operations at Inchon 15 September 1950 as well as providing fire cover for the successful evacuation of Hungnam and Wonsan just before Christmas that year. *Hanson*'s second combat cruise to Korea, September 1951 to May 1952, took her along the east coast as a member of the fleet bombarding strategic shore targets in support of ground troops where her accurate fire was most effective. In December she also participated in the important Formosa Patrol and visited Hong Kong. After a respite at San Diego, *Hanson* returned to the Korean bombline in December 1952 for task force operations, screening the fast carriers as they launched their jets against enemy supply lines and positions. The battle-hardened destroyer also participated in shore bombardment, search-and-rescue operations, and Formosa patrol before returning to the United States 20 July 1953, shortly before the end of open conflict in Korea.

Subsequent years found *Hanson* making annual 6-month deployments with the 7th Fleet to strengthen American defenses in the Pacific and to prove American determination to keep the peace to possible aggressors. In addition to patrol, major portions of *Hanson*'s pacific cruises were devoted to tactical maneuvers and battle exercises with United States and allied ships as well as intensive anti-submarine hunter-killer training. Hong Kong, Formosa, Japan, the Philippines, Korea, and even Australia provided familiar ports of call for the destroyer on these cruises. *Hanson* was patrolling the Straits of Formosa virtually within sight of the Communist mainland in the fall of 1958 as shelling of the offshore islands of Quemoy and Matsu precipitated the latest major international crisis which this "small boy" again helped to quell. In the spring of 1962 and again in 1963 *Hanson* took part in the annual Australian celebration of the Battle of the Coral Sea, World War II's first carrier naval engagement in the Pacific.

When not deployed to the western Pacific *Hanson* trains out of her home port, San Diego, in a program designed to keep ship and crew at their peak readiness. Much of this training is centered on *Hanson*'s role as a radar picket destroyer, designed to provide early warning of approaching enemy air, surface, or submarine forces. In the spring of 1964 she was redesignated DD–832 and entered the shipyard at Mare Island to undergo a Fleet Rehabilitation and Modernization Conversion designed to prolong her effective life as a fighting ship for many years.

Conversion completed 6 December 1964, *Hanson* rejoined the Pacific Fleet early in 1965 as a unit of DesRon 11. She operated along the West Coast until heading for the Far East early in the summer to join the fight against Communist aggression in Southeast Asia. In July she shelled enemy targets ashore and, but for brief respites, she patrolled and fought in troubled Vietnamese waters until late in the autumn.

Returning to San Diego in December, she operated along the coast of California and Mexico until getting under way for the Orient 17 July 1966. She steamed via Hawaii, Midway, Guam, and Subic Bay for Vietnam and anchored in the Saigon River 13 September. But for short visits to Hong Kong, Formosa, and the Philippines, *Hanson* operated in the fighting zone until relieved 6 January 1967. During the deployment, her 5-inch guns fired over 9,000 rounds at Communist targets, mostly in direct support of ground forces. She also did plane guard duty, patrolled close ashore to stop infiltration of supplies and men from the north, and refueled helicopters.

Back at San Diego 11 February 1967, *Hanson* operated along the West Coast preparing for her next WestPac deployment.

Hanson received eight battle stars for Korean service.

Happy Days, see *Alpmandite* (PY–24)

Haraden

Jonathan Haraden was born in Gouchester, Mass., 11 November 1744, and joined the Massachusetts State Navy in July 1776 as First Lieutenant of the sloop *Tyrannicide*. Sailing with her for 2 years, he captured many prizes, and rose to command her in 1777. In 1778, Haraden left the state navy for a career as a privateersman, commanding *General Pickering*. He simultaneously engaged three British privateers off New Jersey in October 1779, and captured a 22-gun sloop in the Bay of Biscay. When British privateer *Achilles*, of three times his force, attempted to recapture his prize a few days later, Haraden fought a fierce action at close quarters for 3 hours, forcing the larger ship to sheer off. Captured briefly by Admiral Rodney in the West Indies in 1781, Haraden escaped and sailed privateer *Julius Caesar* in 1782. In June of that year fought off two British vessels of equal force at the same time. His health declined steadily after the close of the War for Independence, and he died at Salem, Mass., 23 November 1803.

I

(DD–183: dp. 1,060; l. 314'5"; b. 31'8"; dr. 8'6"; s. 35 k.; cpl. 101; a. 4 4", 4 21" tt., 1 dcp; cl. *Wickes*)

The first *Haraden* was launched by Newport News Shipbuilding & Drydock Co., Newport News, Va., 4 July 1918; sponsored by Miss Mabel B. Stephens, great-niece of Captain Jonathan Haraden; and commissioned at Norfolk Navy Yard 7 June 1919, to Lt. Comdr. R. H. Booth in command.

Haraden was assigned to U.S. Naval Forces in European Waters; after calling at Newport for supplies she departed New York 30 June 1919 for duty in the Adriatic Sea. She arrived Spalato, Dalmatia, 28 July 1919 and conducted operations from that port assisting the naval force in the execution of the terms of the Austrian armistice, serving as station ship at Trieste and Fiume, and participating in maneuvers. This duty occupied her until 23 October 1919, when she departed for Norfolk, Va., arriving 18 November.

The destroyer departed Norfolk 7 April 1920 for Charleston, S.C., and operated with reserve destroyer divisions out of Charleston until 15 March 1921. After an exten-

sive overhaul at New York, ending 2 May, *Haraden* sailed for Newport and training operations off New England. She returned to Charleston 12 October 1921 and to Philadelphia 10 April 1922. *Haraden* decommissioned 17 July 1922.

With the mounting tensions in 1939, *Haraden* was called back to active service and recommissioned at Philadelphia 4 December 1939. After shakedown training at Guantanamo Bay, Cuba, the destroyer performed neutrality patrol in Cuban waters briefly and then returned to Newport, R.I., 6 March 1940. She subsequently conducted neutrality patrol in waters off Block Island and Nantucket Shoals, and made three training cruises in Chesapeake Bay.

Arriving Boston Navy Yard 7 September 1940, *Haraden* was 1 of the 50 over-age destroyers to be sent to the United Kingdom in exchange for bases. She sailed 18 September for Halifax, Nova Scotia, and decommissioned there for transfer to the British 24 September 1940. Her name was struck from the Navy List 8 January 1941.

Assigned to Canada and renamed HMCS *Columbia*, she saw much service in World War II. She first underwent refit and then was assigned to convoy duties in the Atlantic. Her first major action began 15 October 1941 when she joined convoy SC–48, already under submarine attack. *Columbia* and the other escorts fought valiantly, but nine merchantmen from the convoy were sunk before reaching England. After the U.S.'s entry into the war *Columbia* was reassigned to convoy ships from New York to St. Johns, Newfoundland, the first leg of the transatlantic journey. She escorted convoys and performed anti-submarine patrol until 25 February 1944, when she struck a cliff in foul weather off the coast of Newfoundland. *Columbia* was not fully repaired after the accident but made watertight and used as a fuel and ammunition hulk in Nova Scotia until her return to the War Assets Administration for disposal in August 1945 when she was sold for scrapping.

II

(DD–585: dp. 2,050; l. 376'6"; b. 39'8"; dr. 13'; s. 35 k.; cpl. 273; a. 5 5", 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

The second *Haraden* was launched by Boston Navy Yard, Boston, Mass., 19 March 1943; sponsored by Miss Caroline E. Derby, great-great-grandniece of Captain Jonathan Haraden; and commissioned at Boston 16 September 1943, Comdr. H. C. Allen, Jr., in command.

Haraden departed Boston 9 October 1943 for shakedown training off Bermuda, and after its completion joined carrier *Intrepid* at Boston 30 November for the voyage to the Pacific. She transited the Panama Canal and arrived San Diego 21 December to join Rear Admiral Oldendorf's Northern Support Group for the epic invasion of the Marshall Islands.

Escorting the main attack group of transports, *Haraden* arrived in the Marshalls 30 January, and was detached to form a screen for the battleships and cruisers during the heavy bombardments of 31 January. As troops landed under the devastating fire on Ennubir Island, *Haraden* shifted to direct fire support, turning her guns on an ammunition dump on Ennagannet Island that soon blew up with a tremendous explosion. That night she conducted anti-submarine patrol and 1 February continued fire support and patrol functions during the landings on Roi and Namur. The destroyer departed the Kwajalein area briefly for an escort volage to the Ellice Islands 6–15 February, but returned to provide anti-submarine patrol for units off Kwajalein and Eniwetok until 29 February.

Haraden arrived Pearl Harbor 8 March 1944, and after a brief period of upkeep steamed back to the Marshalls with two fleet oilers carrying vital fuel. Arriving 1 April, she engaged in various duties in support of the operations there, including fire support and anti-submarine patrol, until departing for Pearl Harbor with escort carrier *Bataan* 18 May. At Pearl Harbor *Haraden* was reassigned to escort carriers *Natoma Bay* and *Manila Bay* and repair ship *Hector* for the next major operation in the epic sweep through the Pacific—the Marianas.

Arriving east of Saipan 22 June 1944, *Haraden* screened her escort carriers during the launching of aircraft 22–24 June; while refueling alongside *Natoma Bay* she narrowly missed being sunk by four aerial bombs in a surprise attack. Two bombs fell some 200 yards to port and two astern. *Haraden* returned to Pearl Harbor, arriving 8 July, until 15 September participated in training exercises and maneuvers in Hawaiian waters in preparation for the invasion of the Philippines.

Haraden arrived Seeadler Harbor, Manus, Admiralty Islands, 2 October 1944, and 12 days later departed as an escort unit for the large group of transports carrying invasion forces. They arrived off Leyte 20 October and *Haraden* began a long and grueling job of covering the transports during and after the main assault. Japanese airplanes began almost continuous raids on the landing group the afternoon of 20 October, with *Haraden* acting as part of the antiaircraft screen, protecting the transports with her gunfire.

The afternoon of 26 October *Haraden* formed with an escort carrier group in Leyte Gulf and steamed for Manus, arriving Seeadler Harbor 1 November 1944. Remaining there until 12 November, the ships sailed to Palau, arriving the 18th, and from there provided air support to convoys bound to and from the Philippines until 28 November. The carrier force, with *Haraden* in the screen, departed 10 December for the Sulu Sea, en route to the invasion of Mindoro.

Haraden and the escort carriers entered the Sulu Sea 13 December, and were attacked that day by four Japanese aircraft. *Haraden* assisted in downing three of the raiders, but the fourth banked left and dived for the destroyer. Trailing smoke from hits by *Haraden*'s gunners, she crashed into the destroyer's side, putting her forward engine room out of commission and severely damaging her topside. As *Haraden* lay dead in the water, destroyer *Twiggs* came alongside to help and the destroyer was soon underway on her own power. She arrived at San Pedro Bay 14 December 1944 and transferred her casualties—14 killed and 24 wounded. Steaming on toward the United States via Hawaii, she arrived at Puget Sound Navy Yard, Bremerton, Wash., 14 January 1945 for battle repairs.

Repairs and training completed, *Haraden* departed again for the Pacific 19 April from San Francisco, arriving Pearl Harbor 25 April. She performed escort duties for amphibious convoys in the Western Pacific until 6 July, when she commenced a series of training exercises off Subic Bay, Philippine Islands.

Haraden next participated in the operations off the China coast following the surrender of Japan. She got underway 28 August with units of the 7th Fleet and made a show of force at Tsingtao and along the China coast to help stabilize the tense situation there. She arrived at Jinsen, Korea, 8 September and after another voyage down the coast of China and back, departed Jinsen with the North China occupation forces 29 September. She stood by to support the amphibious landings of occupation forces off Taku Bay 30 September–6 October, and visited Chefoo, Shanghai, Taku, and Tsingtao in support of the occupation. Underway from Tsingtao 13 December 1945, she steamd by way of Pearl Harbor to San Francisco, arriving 3 January 1946. Later moved to San Diego, she remained inactive until decommissioned there 2 July 1946. *Haraden* entered the Pacific Reserve Fleet, San Diego Group, where she remains.

Haraden received five battle stars for her service in World War II.

Harcourt

Former named retained.

I

(ScTug: t. 75; l. 66'; b. 16'3"; dph. 7'9"; s. 13 k.)

The first *Harcourt*, a screw tug, was purchased by the Navy at New York from a private owner 14 June 1864.

Her first commanding officer was Acting Ensign J. A. Chadwick.

After a brief period as dispatch boat at Hampton Roads, *Harcourt* was ordered 31 July 1864 to Beaufort, N.C., to serve the North Atlantic Blockading Squadron as a pilot tug. She remained at Beaufort carrying pilots to and from ships in the harbor until returning to Norfolk for repairs in November 1864. She later spent a brief period as a patrol boat on the James River in March 1865, and in April assisted in towing the hulk of former C.S.S. *Albemarle*, the formidable ram sunk in Albemarle Sound 27 October 1864 by Lt. W. B. Cushing, to Norfolk Navy Yard, where she arrived 27 April. *Harcourt* performed various tug duties in Hampton Roads until placed in ordinary 20 November 1865. She was sold at Norfolk 16 April 1867.

II

(IX–225: dp. 3,381; l. 441'6"; b. 56'11"; dr. 27'1"; s. 11 k.; cpl. 71; T. EC2–S–C1)

The second *Harcourt*, a standard Liberty Ship, was laid down under Maritime Commission contract as S.S. *John M. Clayton* by California Shipbuilding Corp., Los Angeles, Calif., 23 November 1942; launched 27 December 1942; sponsored by Miss Barbara Bechtel; and completed 8 January 1943. Sailing for the American-Hawaiian Steamship Co., she carried war cargoes in both the Atlantic and Pacific Oceans until hit by a Japanese bomb 2 January 1945 during the Mindoro landings in the Philippines. Her crew beached the ship before she went down; she was subsequently raised and taken to Pearl Harbor where the yard force working with customary efficiency and speed repaired the gaping hole in her port side. Acquired by the Navy on a bareboat basis, the ship commissioned as *Harcourt* (IX–225) on 22 June 1945, Lt. Comdr. H. T. Shelly in command.

Ready for service 10 July, *Harcourt* sailed for Eniwetok with fleet supplies. She then sailed for Tokyo, arriving 17 September with a load of freight for the 3d Fleet, and remained there to assist in the occupation until 31 March 1946, when she sailed for San Francisco. *Harcourt* arrived San Francisco 22 April, decommissioned 17 May, and was delivered to the War Shipping Administration at Suisun Bay, Calif. She remained in the National Reserve Defense Fleet in a damaged condition until sold for scrap to Zidell Exploration Co., in 1962.

Hardcastle, Walter, see *Walter Hardcastle*

Harder

A fish of the mullet family found off South Africa.

(SS–257: dp. 1,526; l. 311'9"; b. 27'3"; dr. 15'; s. 20 k.; cpl. 60; a. 1 3", 10 21" tt.; cl. *Gato*)

The first *Harder* (SS–257) was laid down by the Electric Boat Co., Groton, Conn., 1 December 1941; launched 19 August 1942; sponsored by Miss Helen M. Shaforth; and commissioned 2 December 1942, Comdr. S. D. Dealey in command.

Following shakedown off the East Coast, *Harder* sailed for Pearl Harbor; and, after a short stay there, she departed on her first war patrol 7 June 1943. Cruising off the coast of Japan, the submarine worked her way inside a picket line and sighted her first target 22 June. She made a radar approach on the surface and fired four torpedoes at the two-ship convoy, sinking *Sagara Maru*. She returned to Midway 7 July.

Harder began her second war patrol 24 August from Pearl Harbor; and, after touching at Midway, she headed for the Japanese coast. While patrolling off Honshu 9 September, she attacked and sank *Koyo Maru*, and later that night ran by an escort ship at a range of 1,200 yards without being detected. Two days later the submarine encountered a convoy. After running ahead to improve her firing position, she sank cargo ship *Yoko Maru* with a spread of three torpedoes. Continuing her patrol, *Harder* sighted two more ships 13 September, but she was forced down by enemy planes while firing torpedoes. Escorts kept the submarine down with a severe depth carge attack which lasted for over 2 days and almost exhausted her batteries. After evading the Japanese ships, *Harder* detected her next target 19 September; a torpedo sent *Kachisan Maru* to the bottom almost immediately. Though running in bad weather, *Harder* continued to find good targets. On 23 September she sank a 4,500-ton freighter, *Kowa Maru*, and a 5,800-ton tanker, *Daishin Maru*, off Nagoya Bay. Her torpedoes expended, *Harder* turned eastward 28 September. After shooting up two armed trawlers the 29th, she touched Midway 4 October and arrived Pearl Harbor 4 days later.

For her third war patrol *Harder* teamed with *Snook* and *Pargo* to form a deadly and coordinated attack group. Departing 30 October for the Marianas, *Harder* encountered a target 12 November. Promptly dispatching this one, she surfaced and sighted a trawler-escort damaged by the explosion of one of her own depth charges. Submerging again until sunset, the submarine sank the damaged ship with gunfire, then turned her bow toward Saipan in search of new targets. Sighting three marus on the 19th, she radioed her companions and closed for attack. After passing close by an escorting destroyer, Harder fired six torpedoes at two ships, sinking *Udo Maru*. As depth charges began to fall, she pressed the attack; two more torpedoes finished *Hokko Maru*. She surfaced to periscope depth after nightfall to finish off the third maru. Shortly before midnight, she fired several more shots at 6,000-ton *Nikko Maru;* but she stubbornly refused to sink. A brave, but doomed, enemy crew kept the cargo ship afloat until *Harder* had expended all torpedoes, many of which ran erratically. Rough weather the next day finally sank the damaged maru. *Harder* returned to Pearl Harbor 30 November, then sailed to Mare Island, Calif., for overhaul.

Returning to action in the Pacific, *Harder* reached Pearl Harbor 27 February 1944 and departed on her fourth war patrol 16 March with *Seahorse*. She headed for the western Carolinas where she was assigned duty as lifeguard ship for downed aviators. During American air strikes against Woleai 1 April *Harder* received word of an injured pilot awaiting rescue from the beach of a small enemy-held island west of Woleai. Protected by air cover, she nosed against a reef, maintained her position with both screws, and sent a boat ashore through breaking surf. Despite Japanese snipers, boiling shoals, and the precarious position of the submarine, the daring rescue succeeded, and the intrepid submarine returned to the open sea.

On 13 April an enemy plane sighted *Harder* north of the western Carolines and reported her position to *Ikazuchi*, a patrolling destroyer. As the enemy ship closed to within 900 yards, *Harder* fired a spread of torpedoes that sank the attacker within 5 minutes. Dealey's famous report was terse—"Expended four torpedoes and one Jap destroyer." Four days later *Harder* spotted a merchant ship escorted by destroyers. Firing four torpedoes, she sank 7,000-ton *Matsue Maru* and damaged one of the escorts. Then, adding to the enemy's misery, she returned to Woleai where she surfaced on the morning of 20 April to deliver a shore bombardment under cover of a rain squall. She returned to Fremantle from this highly varied and successful patrol 3 May.

Even greater successes lay ahead for this valiant submarine. Having sunk one destroyer, *Harder* joined the all-out hunt against Japanese destroyers, once considered the most dangerous of foes. Assigned the area around the Japanese fleet anchorage at Tawi-Tawi, *Harder* departed Fremantle 26 May with *Redfin* and headed for the Celebes Sea.

On 6 June *Harder* entered the heavily patrolled Sibutu Passage between Tawi-Tawi and North Borneo and encountered a convoy of three tankers and two destroyers. She gave chase on the surface but was illuminated by the moon. As one of the destroyers turned to attack,

Harder submerged, turned her stern to the charging destroyer, and fired three torpedoes at range of 1,100 yards. Two struck *Minatsuki* and exploded; the destroyer sank within 5 minutes. After attacking the second escort without success, *Harder* was held down by a depth charge attack while the convoy escaped.

Early next morning an enemy plane spotted *Harder*. The submarine soon sighted another destroyer searching the area for her. As before, the enemy closed the range; once again, *Harder* took the initiative. She fired three torpedoes at short range, and two of them struck amidships, one detonating the ship's magazine with a tremendous explosion. *Hayanami* sank a minute later. Following the inevitable depth charge attack, *Harder* transited the Sibutu Passage after dark and steamed to the northeast coast of Borneo. There on the night of 8 June she picked up six British coast-watchers, and early next day she headed once more for Sibutu Passage.

That evening *Harder* sighted two enemy destroyers patrolling the narrowest part of the passage, just 6 miles from Tawi-Tawi. After submerging, she made an undetected approach and at 1,000 yards fired four torpedoes at the overlapping targets. The second and third torpedoes blasted destroyer *Tanikaze;* she sank almost immediately, her boilers erupting with a terrific explosion. The fourth shot hit the second ship and exploded with a blinding flash. Within minutes *Harder* surfaced to survey the results, but both ships had disappeared. Soon afterward, she underwent the inevitable depth charge attack by enemy planes; then she set course for a point south of Tawi-Tawi to reconnoiter.

On the afternoon of 10 June *Harder* sighted a large Japanese task force, including three battleships and four cruisers with screening destroyers. An overhead plane spotted the submarine at periscope depth and a screening escort promptly steamed at 35 knots toward her position. Once again, *Harder* became the aggressive adversary. As the range closed to 1,500 yards, she fired three torpedoes on a "down the throat" shot, then went deep to escape the onrushing destroyer and certain depth charge attack. Within a minute two torpedoes blasted the ship with violent force just as *Harder* passed under her some 80 feet below. The deafening explosions shook the submarine far worse than the depth charges and aerial bombs which the infuriated enemy dropped during the next 2 hours. When she surfaced, *Harder* saw only a lighted buoy marking the spot where the unidentified destroyer either sank or was heavily damaged.

Harder reconnoitered Tawi-Tawi anchorage 11 June and sighted additional enemy cruisers and destroyers. At 1600 she headed for the open sea and that night transmitted her observations which were of vital importance to Admiral Spruance's fleet prior to the decisive Battle of the Philippine Sea. *Harder* steamed to Darwin 21 June for additional torpedoes; and, after patrolling the Flores Sea south of the Celebes, she ended the patrol at Darwin 3 July.

The important results of *Harder*'s fifth war patrol have caused some to call it the most brilliant of the war. Not only did *Harder* further deplete the critical supply of destroyers by sinking three of them and heavily damaging or destroying two others in 4 days, but her frequent attacks and a rash of enemy contact reports on this fleeting marauder so frightened Admiral Toyoda that he believed Tawi-Tawi surrounded by submarines. As a result, Admiral Ozawa's Mobile Fleet departed Tawi-Tawi a day ahead of schedule. The premature departure upset the Japanese battle plans, and forced Ozawa to delay his carrier force in the Philippine Sea, thus contributing to the stunning defeat suffered by the Japanese in the ensuing battle.

Harder, accompanied by *Hake* and *Haddo*, departed Fremantle 5 August for her sixth and last war patrol. Assigned to the South China Sea off Luzon, the wolf-pack headed northward. On 21 August *Harder* and *Haddo* joined *Ray, Guitarro,* and *Raton* in a coordinated attack against a convoy off Paluan Bay, Mindoro. The Japanese lost four passenger-cargo marus, possibly one by *Harder.*

Early the next day, *Harder* and *Haddo* attacked and destroyed three coastal defense vessels off Bataan, *Harder* sinking frigates *Matsuwa* and *Hiburi;* then, joined by *Hake* that night, they headed for Caiman Point, Luzon. At dawn 23 August *Haddo* attacked and fatally damaged *Asakaze* off Cape Bolinao. Enemy trawlers towed the stricken destroyer to Dasol Bay; and *Haddo*, her torpedoes expended, informed *Harder* and *Hake* the following night of the attack and left the wolf-pack for replenishment at Biak.

Harder and *Hake* remained off Dasol Bay, searching for new targets. Before dawn 24 August they sighted a Japanese minesweeper and a three-stack Siamese destroyer. As *Hake* closed to attack, the destroyer turned away toward Dasol Bay. *Hake* broke off her approach, turned northward, and sighted *Harder's* periscope about 600 to 700 yards dead ahead. Swinging southward, *Hake* then sighted the minesweeper about 2,000 yards off her port quarter swinging toward them. To escape the charging minesweeper, *Hake* started deep and rigged for silent running. At 0728 she heard 15 rapid depth charges explode in the distance astern. She continued evasive action that morning, then returned to the general area of the attack shortly after noon. She swept the area at periscope depth but found only a ring of marker buoys covering a radius of one-half mile.

The vigorous depth charge attack thus ended the career of *Harder*, and she went down with all hands. The Japanese report of the attack concluded that "much oil, wood chips, and cork floated in the vicinity." Dubbed "Hit 'Em again, Harder," this intrepid submarine had created havoc among Japanese shipping. Her record of aggressive daring exploits became amost legendary. All six of her patrols were designated successful. She received the Presidential Unit Citation, and in accordance with Navy custom it was presented to the second *Harder* upon commissioning. The resolute and resourceful Comdr. Dealey, "a submariner's submariner," was posthumously awarded the Medal of Honor.

Harder received six battle stars for World War II service.

II

(SS–568: dp. 1,560; l. 269'2''; b. 27'3''; dr. 17'; s. 16 k.: cpl. 83; a. classified; cl. *Tang*)

The second *Harder* (SS–568) was laid down by the Electric Boat Co., Groton, Conn., 30 June 1950; launched 3 December 1951; sponsored by Mrs. Kay Logan Cole; and commissioned 19 August 1952, Comdr. R. B. Laning in command.

After shakedown out of Newport, R.I., *Harder* made a 1,000-mile submerged passage from New London, Conn., to Nassau, Bahamas, while snorkeling. She then engaged in tests out of New London to evaluate fast attack type submarines. As a *Tang*-class attack boat, *Harder* belongs to the first new type of submarine built after World War II. Her design, which incorporates many of the lessons learned in wartime operations, includes a snorkel breathing apparatus, a stronger pressure hull, and more powerful engines.

Harder began fleet operations out of New London in June 1953. During the next several years she carried out a schedule of training and readiness operations with ships of the Atlantic Fleet and Allied NATO nations. Operating from the North Atlantic to the Caribbean, she engaged in sonar evaluation tests, supported ASW tactical exercises, and participated in submerged simulated attack operations. In March 1959 she participated in SUBICEX, during which she cruised 280 miles beneath the ice packs off Newfoundland, further than any conventionally powered submarine had previously gone.

After completing a 3 month advanced submarine exercise in the Atlantic, *Harder* changed her home port to Charleston, S.C., where she arrived 17 November and joined Submarine Squadron 4. She continued operations in the Atlantic and Caribbean for more than a year, then departed Charleston 24 May 1961 for deployment off the western coast of Europe and in the Mediterranean. After

June 9th (cont.)

2102 Sighted another destroyer. - They were in line of bearing and patroling the narrows on north - south, zig zag courses. Sounded "battle stations", submerged to radar depth and commenced the attack. The nearest destroyer, now at a range of 8000 yards, was chosen as the first target and his angle on the bow was about 20 degrees port. At 4000 yards, he headed directly for us but his actions were interpeted as a routine zig. Increased submergence to periscope depth. At 3000 yards, both destroyers zigged 30 degrees to their right (with the first presenting a 30 degree port track) and the picture became " just what the doctor ordered" for the HARDER. At a range of 1000 yards on the nearest target, both destroyers were overlapping, with a 100 degree port track showing. Gyros were near zero and torpedoes set for running at 6 feet.

(June 9th)

2124 Commenced firing the bow tubes. No. 1 appeared to pass just ahead of the first destroyer, No. 2 struck it near the bow, No. 3 hit just under the destroyer's bridge, and No. 4 passed astern of the near target. The sub was now swung hard right to avoid hitting the first destroyer and fire was withheld on remaining tubes until a new setup could be put into the T.D.C. for an attack on the second destroyer. About thirty seconds after turning, the second destroyer came into view just astern of what was left of the first one, then burning furiously. Just then No. 4 torpedo which had passed astern of the first target was heard and observed to hit the second target. - (No more torpedoes were needed for either.)

Meanwhile, a heavy explosion, believed to be caused by an exploding boiler on the first destroyer, went off and the sub (then about 400 yards away) was heeled over by the concussion. At almost the same time a blinding explosion took place on the second destroyer (probably his ammunition going off) and it took a quick nose dive. When last observed, by the Commanding Officer and Executive Officer, the tail of the second destroyer was straight in the air and the first destroyer had disappeared. "Sound" now reported, "No more screws".

The above listed pandemonium may not be in exact chronological order but is as accurate as the happenings over that eventful few minutes can be remembered.

D

"Sam" Dealey in USS *Harder* (SS-257) reports the sinking of two Japanese destroyers. From June 1943 to August 1944, USS *Harder* sank one seaplane tender, eight cargo ships, one tanker, four destroyers, and two frigates.

reaching Bremerhaven, Germany, 9 June, she supported ASW operations with ships of the Federal German Navy. The following month she steamed via Holy Loch, Scotland, and Rota, Spain, to the Mediterranean where she supported peace-keeping operations of the mighty 6th Fleet. *Harder* returned to Charleston 28 August.

Training exercises and tests evaluating ASROC and other ASW systems kept *Harder* busy until she entered Charleston Naval Shipyard for overhaul in October 1962.

Ready for action in April 1963, she operated along the Atlantic Coast and in the Caribbean for the next 2½ years polishing her underwater warfare tactics and operating with destroyer type ships as they worked on ASW exercises.

Harder again entered Charleston Naval Shipyard 22 October for a thorough overhaul and modernization in which she received an 18-foot extension to her hull, a redesigned superstructure, new engines as well as improved electrical and electronic equipment. Modernization completed early in 1967, *Harder* rejoined the fleet eager to face the challenge of more demanding service to the Navy and the Nation.

Hardhead

A fish of the croaker family.

(SS–365: dp. 1,526; l. 311'9"; dr. 15'3"; s. 21 k.; cpl. 66; a. 10 21" tt., 1 5", 1 40mm., 1 20mm., 2 .50 cal.; cl. *Balao*)

Hardhead (SS–365) was launched by Manitowoc Shipbuilding Co., Manitowoc, Wis., 12 December 1943; sponsored by Mrs. E. F. McDonald; and commissioned 18 April 1944, Comdr. F. McMaster in command.

Following shakedown training in Lake Michigan the submarine entered a floating dry dock at Lockport, Ill., and was towed to New Orleans, where she arrived 16 May 1944. *Hardhead* got underway from Algiers, La., 22 May, and arrived Balboa, Canal Zone, 5 days later. There she took part in additional training exercises before her arrival at Pearl Harbor 7 July 1944.

Hardhead departed on her first war patrol 27 July and proceeded to her patrol area off the Philippines. Early 18 August she detected Japanese cruiser *Natori* east of San Bernardino Strait, and closed for a surface attack. The first well directed salvo stopped the cruiser dead in the water; a second sent her to the bottom. During the remainder of her first patrol *Hardhead* rendered lifeguard services during strikes by fleet aircraft on the Philippines and operated with a reconnaissance line during the Palaus operation. She arrived Fermantle, Australia, 26 September 1944.

Hardhead's second patrol began as she departed Fremantle 24 October and set course for the Philippines. While steaming on the surface through the Sulu Sea October she discovered a life raft adrift. In it was Commander (now Rear Admiral) Bakutis, fighter squadron commander of *Enterprise*, who had been in the water for 6 days after being shot down during America's smashing victory in the Battle for Leyte Gulf. Operating in a coordinated group with *Growler* and *Hake*, the submarine sighted a large cargo ship with escorts 8 November. After being driven off in one attack, *Hardhead* aggressively gained an ahead position and sank *Manei Maru*. It was during this attack that *Growler* was lost. *Hardhead* performed lifeguard duty off Subic Bay in November and on the 25th came upon an escorted merchant ship. She sank a coast defense vessel, damaged the merchantman, and evaded a retaliatory depth charge attack. Soon afterward, the submarine returned to Fremantle, ending another skillful and effective patrol 5 December.

Putting to sea again 24 December, *Hardhead* began her third war patrol in the South China Sea. Operating with *Besugo* and *Blackfin*, *Hardhead* damaged several ships before sinking *Nanshin Maru* 2 February 1945. Following lifeguard duty for the B–29 strikes on Singapore she returned to Fremantle 15 February.

Hardhead's fourth war patrol included a special mine laying mission. She sailed 20 March 1945 and laid mines off French Indochina during the night of 2 April. The submarine then entered the Gulf of Siam, where after several attacks she sank cargo ship *Araosan Maru* 6 April. Following a visit to Subic Bay to reload 11–15 April she patrolled the South China Sea, but found few contacts. American submarines had by this time reduced Japanese merchant activity to a trickle. The island nation was doomed. *Hardhead* returned to Fremantle 16 May.

Sailing from Fremantle 18 June, *Hardhead* began her fifth war patrol, to be conducted in the Java Sea. She severely damaged a freighter with her deck guns 22 June, and next day sank four coastal defense craft during an attack on Ambat Roads with *Bullhead*. Illness of her Commanding Officer forced *Hardhead* to end her fifth patrol 17 July at Onslow, Australia.

The submarine departed Onslow on her sixth and last patrol 18 July, and headed back into the Java Sea. She forced a merchant ship to beach 27 July but found few targets and returned to Subic Bay 10 August. Soon afterward the Pacific war, in which the submarine had played an aggressive and important part, ended. *Hardhead* sailed 31 August and arrived San Francisco via Pearl Harbor 22 September 1945. She decommissioned 10 May 1946 and entered the reserve fleet at Mare Island.

Hardhead was placed in commission in reserve 6 February 1952 and upon her arrival at New London for conversion was placed out of commission. Following her "guppy" conversion, including streamlining, installation of a snorkel breathing apparatus, and larger storage batteries, the submarine recommissioned 24 March 1953. She joined the Atlantic Fleet for training exercises and tactical drills in the years that followed, operating mainly in the Caribbean and off the East Coast of the United States. She sailed for the Mediterranean 7 September 1956 to strengthen the 6th Fleet during the Suez crisis.

In July 1958 *Hardhead* joined Submarine Development Group 2, turning her attention from fleet operations to research and testing of equipment and tactical doctrine. She operated off the East Coast and in the north Atlantic, and by 1961 had won four consecutive "E" awards for her performance. *Hardhead* continued through 1967 to perform this vital work in maintaining the technical superiority and readiness of the fleet.

Hardhead received six battle stars for World War II service. All six of her combat patrols were successful.

Harding

Seth Harding was born at Eastham, Mass., 17 April 1734. He went to sea early in his life and commanded several merchant ships during the French and Indian War. At the beginning of the American Revolution, he offered his services to Connecticut and was commissioned commander of the state brig *Defence*. Harding captured many British ships while in command of this and two other vessels. In September 1778 Harding accepted a Continental commission and took command of *Confederacy*. He cruised along the coast in company with *Deane* during 1779, taking three prizes and performing convoy duties. He was ordered to take John Jay, newly appointed minister to Spain, to Europe in September 1779, but the ship was dismasted 10 days out. Harding, through skillful seamanship, sailed his ship to Martinique for repairs, his passengers continuing on another ship. *Confederacy* raided British merchantment and guarded convoys until 18 April 1781, when she was forced to surrender to two British ships, *Roebuck* and *Orpheus*. Harding was subsequently exchanged, commanded the letter of marque *Diana*, but was captured again. After this release the fighting captain volunteered to serve as First Lieutenant to John Perry in *Alliance*, and was wounded on board during the last engagement of the revolution, off the coast of France. Harding spent his last years as a merchant sailor and in retirement in Schoharie, N.Y., where he died 20 November 1814.

I

(DD–91: dp. 1,060; l. 315'5"; b. 31'8"; dr. 8'6"; s. 35 k.; cpl. 100; a. 4 4", 3 .30 cal. mg., 12 21" tt.; cl. *Wickes*)

The first *Harding* (DD–91), a torpedo-boat destroyer, was launched 4 July 1918 by Union Iron Works, San Francisco; sponsored by Mrs. George A. Armes; and commissioned 24 January 1919, Comdr. Henry D. Cooke in command.

Assigned to the Atlantic Fleet, *Harding* sailed 3 February 1919 for Newport, R.I., via Santa Cruz and the Panama Canal. Arriving 18 February, she shifted to Boston 2 days later and stood out of the harbor 21 February to escort *George Washington*, carrying President Wilson back to the United States from the Versailles Conference. *Harding* participated in the ceremonies in Boston harbor following the berthing of *George Washington* 23 February.

After repairs *Harding* departed Norfolk 8 March for fleet exercises in Cuban waters, then steamed to New York, arriving 14 April. She departed New York again 1 May as part of the destroyer group acting as guide for the historic flight of Navy seaplanes across the Atlantic. *Harding* and the other destroyers made smoke by day and provided searchlight illumination by night during the first long leg of the flight; NC–1 and NC–3 made forced landings near the Azores and *Harding* rendered assistance to NC–1 before it sank. NC–4, the remaining seaplane, arrived Ponta Delgada 20 May and as she took off for the last leg of her journey, *Harding* got underway to provide radio compass signals at sea. After the seaplanes landed at Plymouth, England, to complete the flight 31 May 1919, *Harding* visited Brest and the Azores before returning to Newport 18 June.

For the next few months *Harding* trained out of Newport and Norfolk, reporting to the Philadelphia Navy Yard 13 December 1919 for conversion to seaplane tender. She completed the conversion at Charleston Navy Yard and sailed 20 May 1920 for duty at Pensacola Naval Air Station. Before she could take up her new duties, however, *Harding* was ordered to Vera Cruz, Mexico, with urgently needed medical supplies for the American Red Cross. Reaching Vera Cruz 9 June 1920, she unloaded her precious bubonic plague serum and other supplies, touched at Tampico, and returned to Pensacola 13 June. *Harding's* fast response had helped to save many lives.

Harding's role at the burgeoning Pensacola Naval Base was a key part of the training program for seaplane pilots. She remained there until 4 August, after which she operated in the Caribbean area tending seaplanes until 23 February 1921. She then arrived Key West, and after a short period at Philadelphia proceeded to Hampton Roads to take part in the bombing tests on *U–117*. Steaming from Norfolk 21 June, *Harding* spent the next month witnessing the important experiments that gave much valuable information on the effects of bomb explosions on warships. The tests came to a climax with the controversial sinking of ex-German battleship *Ostfriesland* 21 July 1921, and *Harding* was detached from duty 22 July.

Harding subsequently trained out of Newport and other Atlantic ports until 27 December 1921, when she arrived Charleston. Remaining there until 3 April 1922, she sailed to Philadelphia where she decommissioned 1 July 1922. *Harding* was sold for scrap 29 September 1936 to Schiavone-Bonomo Corp., New York City.

II

(DD–625: dp. 1,630; l. 348'4"; b. 36'1"; dr. 17'5"; s. 37 k.; cpl. 276; a. 4 5", 10 21" tt.; cl. *Gleaves*)

The second *Harding* (DD–625) was launched 28 June 1942 by Seattle-Tacoma Shipbuilidng Corp., Seattle; sponsored by Mrs. Sherwood A. Taffinder; and commissioned 25 May 1943, Lt. Comdr. G. G. Palmer in command.

After shakedown out of San Diego *Harding* sailed 1 July for Norfolk, via the Panama Canal. Arriving Hampton Roads 19 July, she trained in Chesapeake Bay and off the East Coast. She joined a convoy at Norfolk 16 August 1943 and for the next 8 months was assigned antisubmarine patrol for merchant convoys in the Atlantic. During this period of guarding the sea *Harding* made three round trips to Casablanca.

After escorting battleship *Texas* on training exercises, *Harding* sailed 18 April with a convoy for Europe, and began her first great combat operation—the Normandy Invasion. She spent the month of May training with other ships between Plymouth and Clyde. Then, early on the 6th of June 1944, *Harding* joined other naval units in the historic assault. *Harding* was assigned fire support station, and delivered close gunfire support to the troops ashore for the first hours of the landing. Her accurate gunfire destroyed pill boxes and machine gun emplacements, blasting a way for the troops. *Harding* also sent a boat ashore at Point Du Hoe to take supplies to the intrepid rangers and bring out prisoners and wounded. She continued operations in the assault area until 16 July, protecting against air attack and assisting several transports in distress.

Shifting her operations to the Mediterranean, *Harding* sailed 1 August for Oran, Algeria, and from there pro-

USS *Harding* (DD–91), a guardian for the famous NC Seaplane flight in 1919

ceeded 15 August to the southern France assault area, as a screening ship. She sailed almost immediately to Corsica, later returning to take up patrol station outside the assault area in southern France. On the night of 17 August she detected a downed German plane, and after recovering bodies, proceeded to investigate an unidentified contact. As *Harding*'s signalman sought to illuminate the stranger, a burst of machine gun fire extinguished the light and revealed the presence of four enemy E-boats.

In company with three other destroyers, *Harding* began a running, twisting battle with the four boats, illuminated by starshell fire, and despite their superior maneuverability all four were sunk; three by *Harding's* accurate batteries. She brought survivors ashore and resumed her patrol until 24 August.

Harding joined a convoy of LCI's en route to Oran, Algeria, 24 August, returned to spend another week in southern France until 6 September, and sailed for New York 25 September 1944. Arriving New York 3 October she proceeded to Boston for conversion to a destroyer-minesweeper; *Harding* was reclassified DMS–28, 15 November 1944. Emerging 1 December for her trials, *Harding* underwent training until 30 December and sailed for for the Pacific. She arrived San Diego via the Canal Zone 15 January 1945, and continued her training in minesweeping techniques.

Sailing 10 February via Pearl Harbor, *Harding* arrived Ulithi 9 March to prepare for the invasion of Okinawa, the last and largest of the giant Pacific amphibious assaults. She departed for Okinawa 19 March and began her minesweeping operations in the surrounding areas 24 March. During the initial landings 1 April 1945 *Harding* served as an outer screening ship, and continued this dangerous duty during the savage air attacks which followed. After a near miss by a horizontal bomber during the first heavy raids of 6 April, *Harding* was assigned to provide fire support to forces ashore the night of 8 April. She returned to screening duties next day and 16 April was attacked with other ships by four suicide planes. One was driven off, another shot down, but a third steered directly for *Harding*'s bridge. As gunfire ripped into her, the aircraft splashed close aboard to starboard, tearing a huge gash in *Harding's* side from keel to main deck when her bomb exploded.

The stricken ship backed toward Kerama Retto, counting 14 men killed, 8 missing, and 9 wounded. She repaired at Okinawa, and arrived Pearl Harbor 22 August via Saipan.

From Hawaii *Harding* transited the Panama Canal via San Diego and arrived Norfolk 17 September. She decommissioned 2 November 1945 and was sold for scrap 16 April 1947 to Luia Brothers Co., Inc., of Philadelphia.

Harding received three battle stars for World War II service.

Hargood

Captain William Hargood, RN, commanded *Belleisle* at Trafalgar.

(PF–74; dp. 1430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20. k.; cpl. 190; a. 3 3"; cl. *Tacoma*)

Hargood (PF–74), originally PG–182, was built under maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–74 15 April 1943; renamed *Ascension;* and launched 7 April 1943, sponsored by Mrs. A. A. Kirby. *Ascension* was then completed and transferred under lend-lease to the United Kingdom 24 November 1943 as a part of the 21-ship "Colony" class. She served as a patrol and escort craft until being returned to the United States 31 May 1946. She was sold 16 October 1947 to Hudson Valley Shipwrecking Corp., Newburg, N.Y.

(DE–573: dp. 1,400; l. 306'; b. 37'; dr. 9' 5"; s. 24 k.; cpl. 186; a. 3 3", 2 dct., 1 dcp., (h.h.), 8 dcp.; cl. *Buckley*)

Hargood (DE–573) was launched by the Bethlehem-Hingham Shipyard, Hingham, Mass., 18 December 1943. Designated for transfer to Great Britain under lend-lease, she was delivered to the Royal Navy and commissioned 7 February 1944. *Hargood* served through the rest of the war as an escort vessel in the North Atlantic and off the Normandy beachhead, and was returned to the United States 23 February 1946. Struck from the Navy List 12 April 1946, she was sold to Northern Metal Co., Tacony, Pa., and removed 7 March 1947 for scrapping.

Harjurand

A former name retained.

(ARS–31: t. 812; l. 188'6"; b. 32'11"; dph. 13'½")

Harjurand (ARS–31) was built as *Olesa* in 1919 by Astilleros Cardona, S.A., Barcelona, Spain. She had a long and varied merchant career, serving in the 1920's as *Per Skogland* under Estonian registry, 1931–32 as *Camberway* for the British Sunderland Steam Shipping Co., in 1933 as *Tento*, in 1934 as *Margot*, and finally under Esthonian ownership again as *Harjurand* in 1937. Requisitioned by the War Shipping Administration, she was turned over to the Navy 1 June 1942. Although Navy-owned, she was operated under contract by Merritt Chapman, and Scott, under the supervision of the Bureau of Ships.

Harjurand was one of the pioneer vessels in the Navy's very successful World War II Salvage Service. One of her first major operations was the salvage of cargo from SS *Edward Luckenbach*, torpedoed off Florida 1 July 1942 *Harjurand* and other salvage ships worked from 28 March to 8 December 1943 at the difficult job of bringing up her valuable cargo of metal ores, and *Harjurand* succeeded in carrying some 4,500 tons of the recovered ore to Tampa to be utilized in the war effort.

For most of the next 18 months, *Harjurand* was engaged mainly in removing protruding parts of sunken hulks which threatened navigation off the East Coast of the United States. She worked on *Gulfamerica* off Jacksonville, Fla., April 1944, *Ashkabad* at sea east of Georgia in June, *Maurice Tracy* off South Carolina in August, and destroyer *Sturtevant* off the Florida Keys during April 1945.

At the close of the war, to which the old coal-burning *Harjurand* had contributed much, the contract with Merritt Chapman, and Scott was terminated and the ship was returned to the War Shipping Administration 22 May 1946. She was stricken from the Navy List 19 June 1946. Subsequently, *Harjurand* was sold to Miraflores, S.A., of Panama, and resumed merchant service until about 1955 as *Dodecanese.*

Harkness

William Harkness, born 17 December 1837 in Ecclefechan, Scotland, served as a volunteer surgeon in the Union Navy during the first year of the Civil War. However, during most of his naval career, he served as an astronomer to be eventually recognized as an expert in that profession. He was associated with the U.S. Naval Observatory from 1862 to 1899, the last 5 years of which as director. Then in 1897 he was appointed director of the *American Ephemeris and Nautical Almanac.* Retired 17 December 1899, Rear Admiral Harkness died in Jersey City, N.J., 28 February 1903.

(YMS–242: dp. 245; l. 186'; b. 23'4"; dr. 8'7"; s. 14 k.; cpl. 34; a. 1 3", 2 20mm., 2 dcp., 2 dct.; cl. *YMS*–v)

Harkness (YMS–242) was laid down as *YMS–242* by Tacoma Boat Building Co., Tacoma, Wash., 1 June 1942; launched 10 October 1942; commissioned 27 March 1943, Lt. (j.g.) H. S. Meredith in command.

After shakedown along the California coast, *YMS–242* departed San Diego 20 August 1943 for duty in the Western Pacific . Steaming via Pearl Harbor, she con-

ducted mine sweeping patrols in the Marshall and Solomon Islands throughout the next year. As American amphibious forces swept over the Mariannas, she swept for mines and made reconnaissance patrols during the summer and fall of 1944. Following the conquest of the Mariannas, she returned to Pearl Harbor 25 December before sailing to the West Coast for conversion to a surveying ship.

After conversion by South Coast Shipbuilding Co., Newport Beach, Calif., she was named *Harkness* and reclassified AGS–12 on 24 March 1945. The following month she returned to the Western Pacific where she conducted survey operations in the Marshalls and at Okinawa. Following the Allied victory of World War II, she sailed to Japanese waters for a month of survey work. She returned to Guam from Nagoya, Japan, 4 January 1946; then sailed 10 January for the United States via the Marshalls and Pearl Harbor, reaching San Diego 26 February. She sailed 29 March for the East Coast; touched at Acapulco, Guantanamo Bay, and Norfolk; and arrived New York 8 May.

Following overhaul, *Harkness* departed 25 July for Miami, Fla., and arrived 29 July to reclassify as AGSC–12. For more than 3 years she operated out of Miami, participating in extensive ocean surveys from the Gulf of Mexico to the North Atlantic. During much of 1947 she patrolled the Mexican coast off Vera Curz. *Harkness* surveyed coastal waters off Labrador and Newfoundland from July to October 1948 and 1949; and survey work continued for the first 5 months of 1950 in the Caribbean between Trinidad and Venezuela. She returned to New York later in the year and decommissioned 22 September 1950.

Harkness was converted to a minehunter by Brooklyn Navy Yard; reclassified AMCU–12 on 18 August 1951; and recommissioned 5 September 1951, Lt. John M. Bohanon in command. Assigned to the Atlantic Fleet Mine Force, she departed New York 2 July 1952 and arrived Norfolk the next day. The next year she steamed to Charleston, S.C., and Key West and Panama City, Fla., while involved with training exercises and other operations. Assigned along the Atlantic Coast to the 5th Naval District in October 1953, *Harkness* again participated in training operations, primarily in the Virginia Capes Operation Area, finally steaming to Newport during June 1954 for channel clearance operations. Reclassified MCH–12 on 1 February 1955, she continued her part in numerous mine clearing exercises, in July 1957 even operating in Cuban waters out of Guantanamo Bay and Havana.

Harkness departed Little Creek 30 January 1958 and arrived Green Cove Springs, Fla., via Jacksonville 3 February. She decommissioned 2 April 1958 and entered the Atlantic Reserve Fleet. Her name was struck from the Naval Register 1 November 1959.

Harkness received one battle star for World War II service.

Harlack, see *Pompey* (AF–5)

Harlan R. Dickson

Harlan Rockey Dickson, a member of *Yorktown*'s famed Dive Bomber Squadron 5, twice received the Navy Cross for his outstanding courage and combat flying, first at Tulagi and again at the pivotal Battle of Midway. Lt. Comdr. Dickson crashed and was killed off the California coast 5 February 1944.

(DD–708: dp. 2,200; l. 376'6''; b. 40'; dr. 15'8''; s. 34 k.; cpl. 336; a. 6 5'', 12 40mm., 11 20mm., 10 21'' tt., 6 dcp., 2 dct.; cl. *Allen M. Sumner*)

Harlan R. Dickson (DD–708) was launched 17 December 1944 by the Federal Shipbuilding & Dry Dock Co., Kearny, N.J.; sponsored by Mrs. Mildred Mae Studler, mother; and commissioned at New York 17 February 1945, Comdr. Paul G. Osler in command.

After shakedown in the Caribbean, *Harlan R. Dickson* departed New York for the Pacific 5 August 1945, but with the Japanese capitulation was ordered back to Solomons, Md., for experimental mine work. She finally joined her squadron at Pearl Harbor 12 December and remained in the Pacific for tactical training until March 1946. Returning to the east coast, *Harlan R. Dickson* engaged in further training until sailing 2 February 1947 for the first of what were to become regular cruises in the Mediterranean with the 6th Fleet in its tremendous mission of keeping the peace against Soviet intrigue. In addition to visiting many Mediterranean ports, the destroyer sailed into the Red Sea before returning to the States 14 August.

This year established a pattern which *Harlan R. Dickson* was seldom to break: six months of duty in the Mediterranean alternating with training and fleet maneuvers along the East Coast and in the Caribbean. During her second tour with the 6th Fleet, *Harlan R. Dickson* served under the United Nations blue-and-white flag December 1948–January 1949 as the world peace organization strove to mediate the Palestine crisis—only one in many that developed in the Mediterranean "Sea of History" from 1945 on. In 1953 she participated in at sea training. On her sixth Mediterranean cruise, 2 July to 4 December 1956, *Harlan R. Dickson* played a key role in another crisis situation, this time evacuating American citizens from Haifa, Israel, as war threatened between Israel and Egypt. Her career entered still another phase September 1959 when she began service as a recovery ship on the Atlantic coast missile range to retrieve test capsules fired from Cape Canaveral, now Cape Kennedy.

Harlan R. Dickson's constant participation in both fleet and NATO exercises to keep her fighting ability and readiness at a peak paid rich dividents in October 1962 as she joined a hunter-killer antisubmarine unit in the quarantine of Cuba during the offensive missile crisis. After the crisis subsided, *Harlan R. Dickson* continued her vital duty in maintaining America's strength and showing friend and foe alike her determination to maintain both peace and freedom. *Harlan R. Dickson* joined Operation "Springboard" in the Caribbean, visiting San Juan and Santo Domingo before returning to Newport 4 February 1963. On 7 March she commenced her 10th Mediterranean deployment with the 6th Fleet. While in the Persian Gulf, *Harlan R. Dickson* represented the United States in Khargex VI, an exercise designed for the perfection of working relationships with our allies of the Iranian and British Navies. After a brief stop in the Mediterranean she returned to Newport in September. On 2 January 1964 *Harlan R. Dickson* entered the Boston Naval Shipyard for overhaul.

Harland

(PF–78: dp. 1430; l. 303'11''; b. 37'6''; s. 20 k.; dr. 13'8''; cpl. 190; a. 3 3''; cl. *Tacoma;* T. S2–S2–AQ1)

Harland (PF–78), originally designated PG–186, was built under Maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–78 15 April 1943, renamed *Cayman*, and launched 6 September 1943, sponsored by Mrs. James Gillies. *Cayman* was then completed and transferred to the United Kingdom under lend-lease 20 January 1944 as part of the 21-ship "Colony" class. She served as a patrol vessel and escort ship until being returned to the United States 23 April 1946. The frigate was sold for scrap 1 July 1947, to the United Dock Corp., New York.

Harlem Heights, see *Suamico* (AO–49)

Harlequin

A sea duck, found chiefly in North America, Iceland and Siberia.

(AM–365: dp. 530; l. 184'6''; b. 33'; dr. 9'9''; s. 15 k.; cpl. 104; a. 1 3'', 4 40mm.; cl. *Admirable*)

Harlequin (AM–365) was launched 3 June 1944 by Willamette Iron & Steel Corp., Portland, Oreg.; sponsored by Mrs. Mary M. Doig, whose husband and son were reported missing in action and who also had another son, a brother, and nine nephews in the Navy. She commissioned 28 September 1945, Lt. Henry R. Darling, USNR, in command.

Reporting to San Pedro, Calif., for shakedown 19 October, *Harlequin* remained there until 29 November, when she sailed south, reaching New Orleans 15 December. *Harlequin* sailed to Orange, Tex., 2 April 1946 and decommissioned there 27 May. She was reclassified MSF–365, 7 February 1955. *Harlequin* was struck from the Navy List 1 May 1962, and later sold to Mexico.

Harman

(PF–79: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma;* T. S2–S2–AQ1)

Harman (PF–79), originally designated PG–187, was built under Maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–79 15 April 1943, renamed *Dominica*, and launched 14 September 1943, sponsored by Mrs. Andrew D. Manchester. *Dominica* was then completed and transferred to the United Kingdom under lend-lease 25 January 1944 as part of the 21-ship "Colony" class. She served as a patrol vessel and escort until being returned to the United States 23 April 1946. The frigate was subsequently sold to Sun Shipbuilding & Drydock Co., Chester, Pa., 27 March 1947 and scrapped.

Harmon

Leonard Roy Harmon, born 21 January 1917 at Cuero, Tex., enlisted in the U.S. Navy as a Mess Attendant Third Class at Houston 10 June 1939. After training at Norfolk he reported to *San Francisco* for duty 28 October 1939. Advanced to Mess Attendant First Class, Harmon was killed in action aboard *San Francisco* during the Naval Battle of Guadalcanal 12–13 November 1942. With disregard for his own safety Harmon rendered invaluable assistance to caring for the wounded and evacuating them to a dressing station. Harmon was hit while deliberately exposing himself to gunfire as he tried to protect a shipmate. He was posthumously awarded the Navy Cross.

(DE–72: dp. 1,400; l. 306'; b. 37'; dr. 9'5"; s. 24 k.; cpl. 186; a. 3 3", 2 40mm., 8 20mm., 3 21" tt., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Buckley*)

Harmon (DE–72) was laid down by Bethlehem-Hingham Shipyard, Inc., Hingham, Mass.; 12 April 1943; assigned to the United Kingdom 10 June 1943; launched as *Aylmer* 10 July 1943; sponsored by Mrs. E. M. Mackay; and transferred under lend-lease to the Royal Navy 30 September 1943. As one of the 78 "Captain" class destroyer escorts, she served as a British frigate during the remainder of World War II, patrolling the Atlantic and supporting the Allied invasion of Normandy. Following the war, she was returned to the custody of the U.S. Navy at New York 5 November 1945. She was sold to Mr. John J. Witto, Staten Island, N.Y., 20 June 1947, and scrapped in February 1948.

I

(DE–678: dp. 1,400; l. 306'; b. 37'; dr. 13'6"; s. 23 k.; cpl. 213; a. 3 3", 3 40mm., 3 21" tt.; cl. *Buckley*)

Harmon (DE–678) was launched 25 July 1943, by Bethlehem Steel Co., Quincy, Mass.; sponsored by Mrs. Naunita Harmon Carroll, mother of Mess Attendant Harmon; and commissioned 31 August 1943, Lt. Comdr. Kendall E. Read in command.

After shakedown out of Bermuda, *Harmon* departed Norfolk 7 November 1943, and transited the Panama Canal to take up duty with the 3rd Fleet. Arriving Noumea 25 December, she remained in that area serving as escort ship until 18 September 1944, when she proceeded to Pearl Harbor for overhaul and training.

Harmon returned to Manus 24 November 1944, and joined the 7th Fleet as a unit of Admiral R. L. Conolly's Luzon Reinforcement Group. *Harmon* sortied from Manus 2 January 1945, with this large convoy and sailed through dangerous waters arriving at the transport area on the eastern side of Lingayen Gulf 11 January.

On 5 March *Harmon* arrived off Iwo Jima to act as escort and antisubmarine screen. This duty lasted until 27 March 1945, when she proceeded to Pearl Harbor and reported to the 1st Fleet for training. She remained there until August when *Harmon* was ordered to Mare Island to increase her fire power by replacing her 3-inch guns with 5-inch mounts.

The war over, *Harmon* departed San Diego 7 January 1946, enroute the Canal Zone where she conducted training operations with submarine. Clearing Cristobal 28 March *Harmon* arrived in New London 3 April 1946. Here she trained with submarines until December, then decommissioned at Green Cove Springs, Fla., 25 March 1947, and joined the Atlantic Reserve Fleet. *Harmon* was struck from the Navy List 1 August 1965, and sold to North American Smelting Co., Wilmington, Del., 30 January 1967 to be scrapped.

Harmon received three battle stars for World War II service.

Harnett

A county in North Carolina.

Harnett (APA–240), a *Haskell*-class victory transport, was under construction by Oregon Shipbuilding Co., Portland, Oreg., under Maritime Commission contract, but was cancelled 27 August 1945.

Harnett County

A county in central North Carolina.

(LST–821: dp. 1,625; l. 328'; b. 50'; dr. 11'; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–511*)

LST–821 was laid down by Missouri Valley Bridge & Iron Works, Evansville, Ind., 19 September 1944; launched 27 October; sponsored by Mrs. Hugh Robertson Sr.; placed in partial commission 14 November for the cruise down the Mississippi River; and commissioned at New Orleans 22 November, Lt. C. J. Rudine in command.

After shakedown off Florida, *LST–821* departed New Orleans 27 December for the West Coast arriving San Diego 18 January 1945. Sailing on to San Francisco and Pearl Harbor, where she loaded additional cargo, *LST–821* arrived Eniwetok, Marshall Islands, 7 March. For the next 5 weeks she operated in the vicinity of Eniwetok, Ulithi, and Guam before sailing to Okinawa.

The campaign against the enemy held fortress of Okinawa was well under way when *LST–821* arrived 18 April. Five days later she unloaded her cargo of men, vehicles, and supplies off Ie Shima. On the 24th she embarked 183 men of the 77th Infantry Division and transported them to the west coast of Okinawa, then returned to Ulithi 5 May for a short overhaul.

For the rest of the war she shuttled troops and equipment among the U.S. bases in the Pacific, as American forces prepared for a possible assault on the Japanese homeland. Japan's acceptance of Allied peace terms precluded any invasion of Japan, and *LST–821* continued operations with the occupation forces in the Far East until 11 December when she sailed for the United States.

The landing ship arrived San Diego 7 January 1946; sailed to Portland in early April and decommissioned at Vancouver, Wash., 8 July 1946. She remained in the Pacific Reserve Fleet for the next 20 years, and was named *Harnett County* 1 July 1955.

Harnett County recommissioned 20 August 1966 to help meet the large and growing demand for ships in the Vietnam war. After shakedown training off San Francisco Bay, she departed for duty with the Amphibious Force, Pacific Fleet, that continued into 1967.

LST–821 received one battle star for World War II service.

Harney, Lake, see *Lake Harney*

Harold C. Thomas

Harold Chester Tomas was born in Gleo, Okla., 7 May 1907 and enlisted in the Navy 28 January 1927. He was appointed Carpenter 8 February 1933 and served in various ships and at Cavite before being commissioned Chief Carpenter 24 March 1939. Thomas reported to *Boise* 14 May 1940 and was appointed Lieutenant (junior grade) 1 September 1942. During the Battle of Cape Esperance, 11–12 October 1942, *Boise* with three other cruisers and destroyers under Rear Admiral Norman Scott, exchanged salvos with enemy cruisers, and was badly hit by gunfire. Lt. (j.g.) Thomas lost his life while valiantly working with damage control parties to keep his ship in the battle, and was awarded the Navy Cross posthumously.

(DE–21 : dp. 1,140 t.; l. 289'5"; b. 35'1"; dr. 8'3"; s. 21 k.; cpl. 156; a. 3 3", 4 1"; 9 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Evarts*)

Harold C. Thomas (DE–21) was launched 18 December 1942 by the Mare Island Navy Yard as *Essington* (BDE–21) for the Brtish; later designed for Navy use; and commissioned 31 May 1943, Comdr. H. Reich in command.

After three voyages escorting merchantmen from San Francisco to Pearl Harbor, *Harold C. Thomas* served with ComSubTraPac 2–20 November 1943. Sailing from Pearl Harbor 20 November with a convoy of merchantmen and cargo ships, she reached Abemama, Gilbert Islands, 28 November, a week after Vice Admiral R. A. Spruance began the occupation of those islands. *Harold C. Thomas* spent the rest of the year in the Gilberts on patrol and escort duty.

After undergoing availability early in 1944, *Harold C. Thomas* sailed as flagship for Escort Division 10, 29 February. Reaching Eniwetok, Marshall Islands, 11 March, she dld escort work until 30 March when she became part of a hunter-killer carrier group on antisubmarine patrol east of the Marshalls. Returning to Pearl Harbor 6 May, the destroyer spent the remainder of the year in the vital but unsung work of shepherding merchantmen, cargo ships, and transports through the back staging areas up to their assembly points for invasion forces. This duty took *Harold C. Thomas* to the Marshall, Admiralty, Palau, and Marianas Islands. She also performed some submarine training work at Pearl Harbor. On 21 November *Harold C. Thomas* rescued seven men from a PBM which had crashed at sea off Majuro Atoll.

Departing Pearl Harbor 21 January 1945, she reached San Francisco 6 days later and proceeded to San Diego for badly needed repairs. *Harold C. Thomas* returned to Pearl Harbor 5 April and spent the rest of the war in submarine training and escort duty. The long Pacific war ended 1 September with the signing of the armistice on board *Missouri* in Tokyo Bay, and *Harold C. Thomas* sailed for the States 20 days later, putting into San Pedro 27 September where she decommissioned 26 October 1945. She was sold to the Pacific Bridge Co., San Francisco, 25 November 1946 and scrapped 26 March 1947.

Harold C. Thomas received two battle stars for World War II service.

Harold J. Ellison

Harold John Ellison was born 17 January 1917 in Buffalo, N.Y., and was appointed Ensign 20 October 1941 after completing flight training. Soon afterwards he reported to Torpedo Squadron 8 on board famous carrier *Hornet*. In the pivotal battle of Midway, 4 and 5 June 1942, Ellison and his comrades led a gallant torpedo attack on the Japanese ships, pressing home the attack without fighter cover and knowing they had insufficient fuel to return to *Hornet*. Though no hits were scored in this first attack, the torpedo bombers diverted the Japanese ships, decoyed their combat air patrols away from Navy dive bombers, and thus contributed importantly to the great victory. Ensign Ellison was presumed dead 5 June 1942 and received the Navy Cross posthumously for his gallantry.

Harold J. Ellison (DE–545), a *John C. Butler*-Class destroyer escort, was building at Boston Navy Yard, Boston, but was cancelled 10 June 1944.

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(DD–864: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 35 k.; cpl. 367; a. 6 5", 12 40mm., 5 21" tt., 6 dcp., 2 dct., 1 dct. (h.h.); cl. *Gearing*)

Harold J. Ellison (DD–864) was launched by Bethlehem Steel Co., Staten Island, N.Y., 14 March 1945; sponsored by Mrs. Audrey Ellison, widow; and commissioned 23 June 1945, Comdr. J. C. South in command.

Although scheduled to join the Pacific Fleet for the final assault on Japan, *Harold J. Ellison* was completing her shakedown cruise when the surrender came 15 August 1945. Homeported at Norfolk, she operated in the Atlantic and Caribbean for the next 2 years, taking part in Naval Reserve training cruises, and antisubmarine exercises.

Beginning in 1947, when she sailed from Norfolk 10 November, *Harold J. Ellison* added periodic cruises to the Mediterranean with the 6th Fleet to her operations, helping to keep the peace and protect American interests in this vital area. She participated in the search for lost British submarine *Affray* in April 1951, and added cruises to the Caribbean and northern Europe in 1953.

From 1954 to 1956 she continued tactical training along the East Coast and participated in European crulses. Following the explosive Suez crises, *Harold J. Ellison*, took part in vital peacekeeping operation during 1957 as the 6th Fleet helped stabilize the dangerous incident in the Eastern Mediterranean.

The following summer another crisis threatened the stability of the Mideast, as the government of Lebanon was in danger from communist oriented insurgents. The veteran peace keeping destroyer screened *Saratoga* and *Des Moines* from July to September 1958 while the 6th Fleet landed Marines at the request of Lebanese President Chamoun. Once again the rapid and effective response of this mighty armada clearly pointed up the value of ready, trained, prepositioned amphibious forces in maintaining world peace.

In September she operated with famed Task Group Alfa for the perfection of new tactics and equipment in antisubmarine warfare. *Harold J. Ellison* remained on this duty until April 1959.

The ship returned to her pattern of cruises to the Mediterranean in 1959, departing 21 September. In 1960 her homeport became Charleston, and in 1961, during her tenth tour with the 6th Fleet, the ship cruised in the troubled Persian Gulf during the crisis in Kuwait. *Harold J. Ellison* added a new function in January 1962, when she was assigned to Project Mercury as a part of the recovery unit on the Altantic range. In 1962 she entered New York Naval Shipyard for a Fleet modernization and rehabilitation overhaul, an extensive repair job designed to extend her life and improve her readiness. The veteran destroyer rejoined the fleet in early 1963 and through 1964 continued to operate on training and readiness exercises off the Atlantic coast. Her high peacetime accomplishments are exemplified by the winning of five Battle Efficiency "E" awards during her years of service.

On 29 September 1965, *Harold J. Ellison* departed Norfolk in DesRon 24 and headed via the Panama Canal for

the Pacific to augment the Pacific Fleet during the struggle for freedom in Vietnam. During her months in the combat zone, she served as a rescue destroyer, screened carriers, patrolled, and fired over 1,000 rounds of fire in ammunition on various Viet Cong targets to support friendly troops.

Leaving Southeast Asia by steaming eastward through the Suez Canal, she completed her round-the-world cruise upon returning to Norfolk in April 1966. In July she entered the Norfolk Naval Shipyard for an overhaul which lasted for the rest of the year.

After sea trials and refresher training early in 1967 *Harold J. Ellison* rejoined the Atlantic Fleet ready for future assignments.

Harpy

In Greek mythology, any of several hideous winged monsters with the head and trunk of a woman and the tail, legs, and talons of a bird; they carried off the souls of the dead.

The light draft monitor *Klamath* (*q.v.*) was renamed *Harpy* 15 June 1869 while laid up in an unfinished condition at Mound City, Ill.

Harrier

Any hawk of genus *Circus* feeding on small animals and insects.

(AM–366: dp. 530; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Harrier (AM–366) was launched 7 June 1944 by the Willamette Iron & Steel Corp., Portland, Oreg.; sponsored by Mrs. William A. Kettlewell; and commissioned 31 October 1945, Lt. R. N. Compton in command.

After shakedown and exercises along the Oregon coast, *Harrier* put into San Diego 5 January 1946. She decommissioned there 28 March 1946 and was placed in reserve. *Harrier*'s name was stricken from the Navy List 1 December 1959 and her disposal approved 3 October 1960.

Harriet C. Eldridge, see *Flamingo* (AMc–22)

Harriet Hosmer, see *Luna* (AKS–7)

Harriet Lane

Harriet Rebecca Lane was the niece and official hostess of President James Buchanan.

(SwStr: t. 600 (approx.); a. 2 32-pdrs.)

Harriet Lane, built for the Treasury Department by William H. Webb, was launched in New York City November 1857. She served as a revenue cutter until temporarily transferred to the Navy late in 1858. Her new assignment took her to Paraguay with a squadron ordered to support the discussions of U.S. Special Commissioner James B. Bowlin with Dictator Carlos Antonio Lopez concerning reparations for damages incurred during an unprovoked attack on *Waterwitch* by the Paraguayan forces 1 February 1855. This display of sea power quickly won the United States a prompt and respectful hearing which 4 years of diplomacy had failed to obtain. Paraguay apologized, paid an indemnity to compensate the family of an American seaman killed during the fight, and signed a new commercial treaty containing provisions highly advantageous to the United States. In his report Flag Officer W. B. Shubrick singled out *Harriet Lane* for special commendation on the invaluable service she rendered in extricating his other ships repeatedly running aground in the treacherous waters of the Parana River.

Returning to the United States, *Harriet Lane* resumed her former duties as a revenue cutter. In September 1860 she embarked Edward Albert, the Prince of Wales, the first member of the British Royal Family to visit the United States, for passage to Mount Vernon where he planted a tree and placed a wreath on the tomb of George Washington.

Harriet Lane again transferred to the Navy 30 March 1861 for service in the expedition sent to Charleston Harbor, S.C., to supply the Fort Sumter garrison. She departed New York 8 April and arrived off Charleston 11 April. The next day she fired a shot across the bow of *Nashville* when that merchantman appeared with no colors flying. *Nashville* avoided further attack by promptly hoisting the United States ensign, but 2 days later raised the Palmetto flag to begin her career as one of the most elusive Confederate privateers. When Major Anderson surrendered Fort Sumpter 13 April, *Harriet Lane* withdrew with her sister ships.

Her next important service came the following summer when a task force was sent against Fort Clark and Fort Hatteras on the outer banks of North Carolina to check blockade running in the area. The ships sortied from Hampton Roads 26 August 1861 for this first important combined amphibious operation of the war. The next morning *Harriet Lane, Monticello,* and *Pawnee* slipped close inshore to provide direct support to the landings while heavier ships pounded the forts from deeper water. The last resistance was snuffed out the following afternoon, giving a badly needed boost to morale in the North disheartened a month before by defeat in the first battle of Bull Run. Of greater importance was the fact that this combined operation opened the inland waterways to Union ships and gave the North Atlantic Blockading Squadron a base deep in Southern waters.

Harriet Lane ran aground while attempting to enter Pamlico Sound through Hatteras Inlet 29 August and suffered severe damage while fast on the shoal. She was refloated at the cost of her armament, rigging, stores, provisions, and everything else on board which could be heaved over the side to lighten ship. Temporary repairs completed 3 September, she proceeded to Hampton Roads, arriving 8 September 1861.

Harriet Lane sailed 10 February 1862 to join Comdr. D. D. Porter's Mortar Flotilla at Key West, where units were assembling for an attack on Confederate forts in the Mississippi River Delta below New Orleans. Comdr. Porter embarked at Washington. During her passage to Hampton Roads, *Harriet Lane* was taken under fire by the Confederate battery at Shipping Point, Va., which inflicted such damage to her port wheel that her departure for Key West was delayed another 2 days. On 24 February, she captured the Confederate schooner *Joanna Ward* off Florida.

The Mortar Flotilla sailed from Key West 6 March to begin the operation which would deprive the Confederacy of the use of its largest inland waterway. *Harriet Lane,* as Porter's flagship, was among the ships which engaged Forts Jackson and St. Philip, which protected New Orleans. She helped provide the intense fire which covered Flag Officer Farragut's daring rush past the forts on 24 April. "You supported us most noble," wrote Farragut in praise of Porter's action. On 29 April *Harriet Lane* steamed up river to accept the surrender of upstream forts. The success of this attack opened the way for the movement of waterborne Union forces, now free to steam up river to join those coming south from Illinois to form a pincer which would sever the Confederacy.

Farragut ordered the Mortar Flotilla to Ship Island 1 May, and *Harriet Lane* continued to Pensacola where she transported Brigadier General L. G. Arnold's troops from Fort Pickins to the other side of the bay where they occupied Forts Barrancas, and McRee, Barancas Barracks, and the Navy Yard which had been abandoned by the Confederates. Back at Ship Island for repairs 30 May, *Harriet Lane* prepared to ascend the Mississippi with

Revenue Cutter *Harriet Lane*, Porter's Flagship of the Mortar Flotilla in 1862

Porter's mortar boats to engage enemy batteries on the cliffs of Vicksburg, Mississippi while Farragut ran past this river stronghold to join Flag Officer Davis in an effort to clear the entire Mississippi Valley of obstructions to Union shipping. However, sufficient ground forces to take Vicksburg were not made available, nullifying the value of his operation, and after a frustrating encounter with new Confederate ironclad ram *Arkansas*, Farragut ran back down past Vicksburg while *Harriet Lane* and her sister vessels in the Mortar Flotilla again covered the dash by bombarding the Confederate batteries 15 July.

As his ships required extensive repairs and most of his men were ill, Farragut ordered his ships to rendezvous at Pensacola. Following blockade duty in Mobile Bay, *Harriet Lane* sailed for Galveston, Tex., which she bombarded and captured, with the aid of *Westfield*, *Owasco*, *Clifton*, *and Henry Janes*, 3 October 1862. She was in Galveston Harbor when the Confederates retook that base 1 January 1863; and, after a bitter contest in which her captain, Comdr. J. M. Wainwright and executive officer, Lt. Comdr. Edward Lea, were killed, she fell into Southern hands. After serving the Confederate Army's Marine Department of Texas, she was sold to T. W. House, who converted her into a blockade runner named *Lavinia*. She finally escaped Galveston 30 April 1864 and sailed to Havana, where she was interned. In 1867, following the war, she was recovered from Cuba; was converted to a bark rig; and renamed *Elliott Richie*. She was abandoned off Pernambuco, Brazil, 13 May 1884.

Harrington, W. D., see *Sculptor* (AK–103)

Harris

John Harris was born in Pennsylvania 20 May 1790 and was commissioned Second Lieutenant in the Marine Corps 23 April 1814. He fought with a mounted detachment of Marines in the Florida Indian Wars 1836 to 37 and as part of the occupying force in Mexico near the close of the war. Harris was promoted to the office of Colonel Commandant of the Corps 7 January 1859 on the eve of the Civil War. Colonel Harris died while serving as Commandant 12 May 1864.

(AP–8: dp. 13,529 (lt.;) l. 535′2″; b. 72′4″; dr. 31′3″; s. 17 k.; cpl. 628; a. 4 3″, 6 40mm., 4 20mm.)

Harris (AP–8) was built in 1921 by Bethlehem Shipbuilding Corp., Sparrows Point, Md. She served as a passenger ship, *Pine Tree State*, and was renamed *President Grant* in 1922. She operated to the Orient for American Orient Line, later American Mail Line, and was one of America's fastest and best Pacific liners until the introduction of newer ships in the thirties. *President Grant* was idled by the 1936–37 Maritime strike, and lay at Seattle until being taken over by the Navy from the Maritime commission 17 July 1940. Converted to a troopship at Todd's Seattle yard, she was renamed *Harris* and commissioned 19 August 1940, Lt. A. M. Van Eaton in command.

Harris spent the first few months of her commissioned service carrying troops to Pearl Harbor and acting as a troop training ship at San Diego. She sailed 13 April 1942 for the South Pacific, carrying Marines to occupy strategic points outside the Japanese perimeter of conquest. Her task group arrived Wallis Island 31 May 1942 and unloaded troops for the defense of the New Caledonia area. *Harris* then returned to the United States and operated out of Monterey Bay, Calif., in amphibious training. This vital work was completed 22 August 1942, and she sailed from San Diego for Norfolk.

After suffering collision damage which necessitated her drydocking until 14 October, *Harris* loaded troops at Nor-

folk to begin training for landings in North Africa. She departed 23 October with the Southern Attack Force, and acted as flagship for the transport force. This invasion, skillfully executed, increased the pressure on Axis forces in Africa, and prepared a springboard for invasion of Southern Europe. *Harris* arrived offshore early on 8 November 1942 and after *Bernadou* and *Cole* boldly entered the harbor with raider forces, debarked her Army troops to consolidate the landing. One of the first transports to complete disembarkation, *Harris* returned to Norfolk 13 November.

She got underway 5 December with combat troops for the Pacific, arriving San Diego 17 December. There she trained and was redesignated APA–21 before sailing from San Francisco for Alaska 24 April 1943 to take part in the recapture of Attu.

Harris arrived Cold Harbor 30 April and 4 days later shaped course for the barren Aleutian Island. She skillfully debarked her troops during the assault 11 May. She remained in the Adak-Dutch Harbor area until 10 June 1943, when she returned to San Diego. After training off California, *Harris* and other ships of the Northern Pacific Force sailed 29 July for the occupation of another Aleutian Island, Kiska. Landings were made without opposition 15 August, as the Japanese had evacuated under cover of fog. *Harris* completed her unloading by 21 August and returned to San Francisco 31 August.

As United States power mounted in the Western Pacific *Harris* sailed 8 September for New Zealand via Noumea. Arriving Wellington on 30 September, she loaded Marines and trained out of Wellington and Efate, New Hebrides, until 13 November 1943. *Harris* then sailed with the Southern Attack Force for the invasion of Tarawa, Gilbert Islands, as the Navy began its resistless push across Micronesia to Japan. *Harris* arrived the day after the initial landings on 20 November. Despite fire from shore batteries she discharged her troops and cargo during the days that followed. She remained off the stubbornly defended island caring for casualties and unloading until 2 December, when she sailed for Pearl Harbor.

Arriving Pearl Harbor 14 December 1943, *Harris* took part in amphibious drills for the next step toward Japan, the invasion of the Marshalls. She sailed 22 January 1944 and arrived off Kwajalein 31 January. After a week of bloody fighting in this highly successful assault troops and casualties were reembarked on board *Harris* 8 February and arrived Pearl Harbor 15 February.

Harris sailed to San Pedro for needed repairs, and returned to Pearl Harbor 9 May 1944. She immediately began loading troops and equipment for another important Pacific operation, the invasion of the Marianas. She arrived off Saipan 16 June, one day after the initial landings, and remained in the transport area until 20 June. With the Marianas won, and Japanese air power dealt a crippling blow in the Battle of the Philippine Sea, *Harris* sailed for Eniwetok, arriving 24 June.

The veteran transport returned to the Hawaiian Islands and the Solomons 21 July to 8 September, in order to prepare for the next assault. She then sailed from Guadalcanal for the invasion of the Palaus, wanted as staging bases for later air attacks. *Harris* conducted a diversionary landing 15 September on Babelthuap while the main forces stormed Peleliu, and after standing ready with her reserve troops for several days, sailed for Ulithi. Arriving 23 September, *Harris* put her troops ashore to occupy this atoll, ideal for a fleet anchorage, and departed 2 days later for Manus.

The invasion of the Philippines followed. *Harris* embarked elements of the 1st Cavalry Division and sailed for Leyte Gulf 12 October. After having to leave the formation temporarily to free her paravane from a dangerous live mine, *Harris* regained position and unloaded her troops and cargo, 20 October. Following the decisive Battle for Leyte Gulf, *Harris* took on board survivors of the gallant fight off Samar between heavy Japanese forces and light U.S. carriers and destroyers. She departed 28 October, arriving Guam 3 days later, and returned to Leyte Gulf with reinforcements. *Harris* then sailed for Guadalcanal and Bouganville for additional troops and spent December 1944 in landing exercises in Huon Gulf.

Harris departed Manus 31 December to rendezvous with the assault forces steaming toward Lingayen Gulf. The convoys encountered some of the heaviest air attacks of the war en route, and *Harris*'s gunner were busy, especially 8 to 9 January 1945, the days immediately preceding the assault. She debarked her troops under heavy smoke screen, and departed for Leyte Gulf. Here she embarked more landing forces that she soon landed at La Paz without opposition as the invasion of Luzon gathered momentum. She returned to Leyte Gulf 1 February.

Loading again, *Harris* prepared to take part in the final step in the steady drive to victory, the invasion of Okinawa. She sailed 27 March and arrived offshore for the initial landings 1 April, a member of Rear Admiral Hall's Southern Attack Force. Fierce enemy suicide attacks soon developed, and again *Harris*'s gunners fought off numerous attacks as ships around her were hit. She completed her unloading under these hazardous conditions by 3 April and departed for Pearl Harbor 6 April.

Harris continued to San Francisco, arriving 30 April, but soon returned to the fighting, bringing fresh troops to Okinawa 28 May. After another round trip from Pearl Harbor to Okinawa, the ship arrived Ulithi 10 August, having narrowly missed the great August typhoon.

Assigned to assist in carrying occupation troops to Japan, *Harris* sailed to the Philippines 17 August, and arrived Tokyo Bay 8 September. After disembarking her troops *Harris* made another voyage to Samar for occupation troops, finally departing Japan 12 October. The ship made its final occupation voyage to Taku, Bar, China, helping to stabilize the volatile situation there, and sailed 16 November for Guam and the West Coast.

Harris transited the Panama Canal, arrived Boston 2 February 1946 and decommissioned 16 April. She was sold to American Ship Breakers, Inc., 20 July 1948 and scrapped. *Harris* received ten battle stars for World War II service.

Harris, Albert T., see *Albert T. Harris* (DE–447)

Harris, Lake, see *Lake Harris*

Harris County

Counties in Georgia and Texas.

(LST–822: dp. 1,625; l. 328′; b. 50′; dr. 14′1″; s. 11.6 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–511*)

LST–822 was laid down by Missouri Valley Bridge & Iron Co., Evansville, Ind., 20 September 1944; launched 1 November 1944; and commissioned at New Orleans, La., 23 November 1944, Lt. R. N. McIntyre in command.

After shakedown off the Florida coast, *LST–822* departed New Orleans for the Pacific 27 December. Steaming via San Diego and San Francisco, she reached Pearl Harbor 6 February 1945. After a month of training in Hawaiian waters, she sailed 15 March with Army troops and equipment embarked. She touched Eniwetok 27 March, then arrived Ulithi 7 April to prepare for participation in the conquest of Okinawa, begun a week earlier. Departing 12 April, she approached the shore of Okinawa 18 April; and, during bitter fighting ashore and frequent Japanese air attacks, she operated between Okinawa and islands to the west. On 22 April she discharged men and equipment at Ie Shima while protected by smoke cover. During her 3 weeks at Okinawa she survived 18 enemy air raids and carried vitally needed supplies for ground forces.

LST–822 departed Okinawa 11 May, reached Saipan the 18th, and sailed for the Philippines 6 June. Arriving

Leyte 11 June, she proceeded to Biak where she arrived the 18th and embarked troops for transfer to Okinawa. Steaming via Leyte, she reached Naha, Okinawa, 4 July. There she embarked victorious troops of the 108th Armored Tank Battalion and sailed 6 July for Cebu, Philippines. She arrived 17 July, embarked troop replacements at Subic Bay, then returned to the Ryukyus, arriving Ie Shima 7 August.

Following the Japanese surrender, she returned to the Philippines to transport occupation troops and equipment to Japan. As part of a 120-ship convoy, she departed Lingayen Gulf 17 September and arrived off Wakayama, Japan, the 25th. After unloading equipment and debarking Army engineers, she sailed 1 October for Manila. Between 19 and 27 October, she carried additional occupation troops from Lingayen Gulf to Wakayama; and during the next 4 months, she supported occupation landings and Allied operations along the coast of Japan.

Departing Sasebo 3 March 1946, *LST–822* sailed for the United States where she arrived San Diego 30 March. After operating along the West Coast from Southern California to Washington, she entered drydock at Portland, Oregon, 28 May. She decommissioned 27 July and entered the Pacific Reserve Fleet 10 August.

LST–822 recommisioned at Bremerton, Wash., 23 November 1950, Lt. Kent D. Myers in command. In response to the Communist aggression in South Korea, she departed Long Beach, Calif., 10 February 1951 for the Far East. Steaming via Pearl Harbor, she arrived Yokosuka, Japan, 23 March. During the next 4 months she operated between Japan and the western coast of Korea, supporting amphibious operations and bolstering the American effort to repel the Communist threat. She departed Yokosuka 20 July, arrived San Diego 9 August, and spent the next 9 months participating in amphibious training along the West Coast.

LST–822 departed San Diego 9 April 1952 and again deployed to the Far East, arriving Yokosuka via Pearl Harbor 18 May. Operating out of Yokosuka and Sasebo, she steamed to ports along the coast of Korea from Inchon and Koje Do to Pusan and Pohang. She transferred men and supplies between Japan and South Korea and later in the year and into 1953 shuttled North Korean prisoners of war during prisoner exchanges. Departing Inchon 22 January 1953, she sailed via Sasebo to Yokosuka, then departed for the West Coast 5 February. She arrived San Diego 5 March and resumed amphibious training, which continued during the remainder of the year.

LST–822 departed San Diego 25 January 1954 for the Western Pacific. Arriving Yokosuka 25 February, she resumed supply duty in support of the forces of freedom in the Far East, and during the next 5 months steamed to Korea, Okinawa, and along the coast of Japan. On 11 August she departed Yokosuka for Haiphong, North Vietnam, where she arrived 26 August. There she joined Operation "Passage to Freedom," which provided citizens of North Vietnam an opportunity to escape the Communist takeover and to find a life of freedom in South Vietnam. As part of the mighty sea power of the United States stationed in the Far East, she took part in the evacuation of almost 300,000 Vietnamese from North to South. Between 29 August and 2 October she carried refugees, cargo, and military equipment from Haiphong to Nha Trang, South Vietnam, thus strengthening South Vietnam as a bastion of democracy in the tense and troubled Southeast Asia. After returning to Japan 28 October, *LST–822* departed Yokosuka 17 November, touched Pearl Harbor 5 December, and reached San Diego 20 December.

LST–822 operated along the West Coast until 27 June 1955 when she sailed for operations in the Arctic Ocean off Alaska. Named *Harris County* 1 July, she steamed via Seattle, Wash., and reached Point Hope, Alaska, 27 July. For almost 2 months she conducted supply and survey operations in the ice filled Arctic Ocean north of Alaska. Departing Point Hope 19 September, she sailed to San Diego and arrived 8 October. She returned to Seattle late in October and from 1 December to 20 January 1956 underwent extensive overhaul. Departing Seattle 27 January, she carried cargo to San Francisco 31 January. *Harris County* was placed in service in reserve 21 February at Mare Island, Calif, and she entered the Pacific Reserve Fleet. In March she transferred to MSTS.

Manned by a civilian crew, *Harris County* continued operating along the coast of Alaska and into the southern reaches of the Arctic Ocean. She operated out of ports in California and Washington as a supply and replenishment ship between 1956 and 1962. On 14 January 1962 she departed Seattle for the mid Pacific. Steaming via Seward, Alaska, she arrived Pearl Harbor 12 February to begin duty as a survey support ship. Since then *Harris County* has operated throughout the Pacific from Hawaii to New Guinea while carrying supplies and supporting ocean survey projects. Her duties have carried her to eastern New Guinea, the Marshalls, the Marianas, and the Line Islands of Polynesia. At present in 1967 *Harris County* continues operating in the South West Pacific under MSTS.

Harris County received one battle star for World War II and four battle stars for Korean service.

Harrisburg

The capital of Pennsylvania.

(Sc Str.: dp. 10,499; l. 585′; b. 63′3″; dr. 29′; s. 20 k.; cpl. 541; a. 2 6″, 2 4″, 2 1-pdr.)

Harrisburg, a troop transport, was built as a steel three-masted schooner in 1888 as *City of Paris* by J. & G. Thompson, Clydebank, Scotland, for the Inman Line. With her sister ship, *City of New York* (later to become *Harvard*) she was one of the finest transatlantic liners of the day, and one of the first ships with twin screws on that service. *City of Paris* was transferred to American registry in 1893 as *Paris*, and held the record for the Southampton-New York crossing in July 1893.

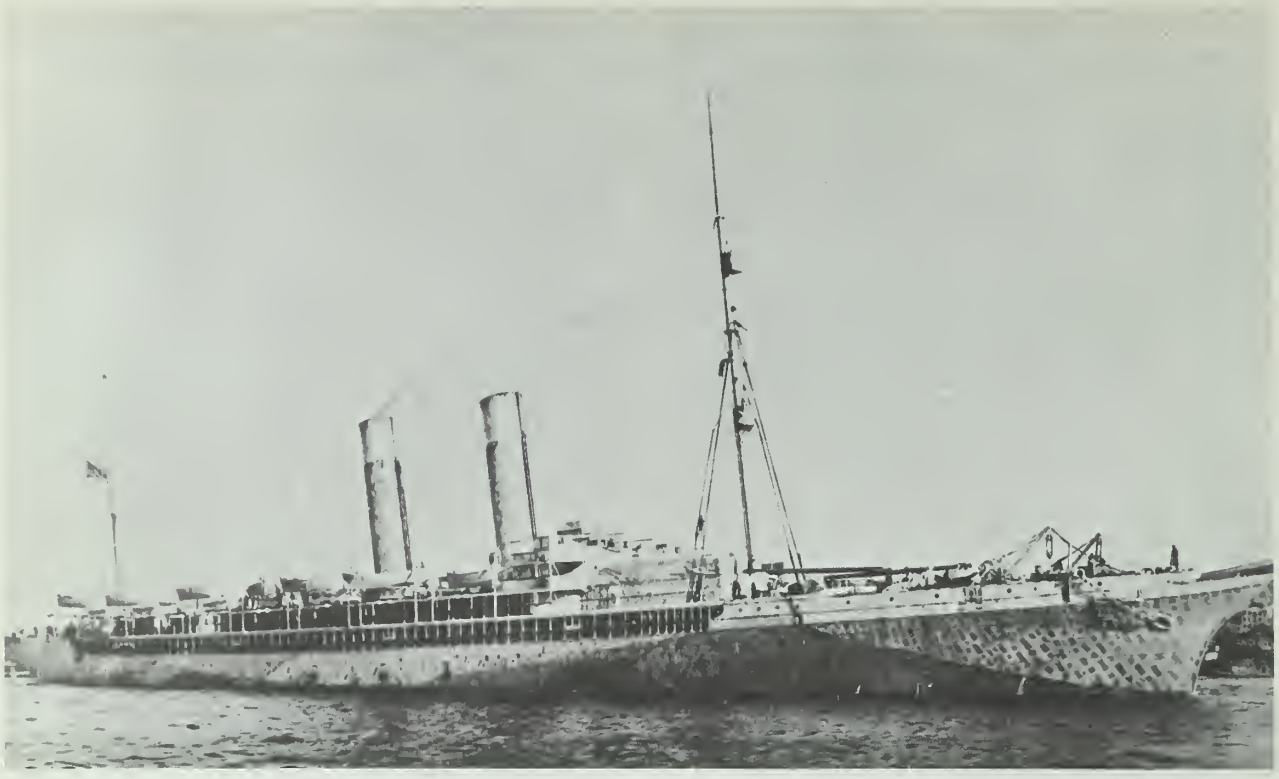
At the outbreak of the Spanish-American War in 1898, *Paris* was acquired by the Navy as an auxiliary cruiser, and commissioned *Yale* 2 May 1898, Captain W. C. Wise commanding. Sent to Puerto Rico to watch for the entrance of the Spanish fleet into the Caribbean, *Yale* patrolled those waters until putting in at Key West, Fla., 3 July. During this period she captured Spanish merchantman *Rita* and was fired upon by Spanish ships off San Juan. Subsequently, she was used by the Army to transport troops to and from Puerto Rico. *Yale* departed Charleston, S.C., 8 July, sailed to Puerto Rico, and arrived at New York 1 August. She decommissioned 2 September 1898 and was returned to the American Line, from whom she had been leased.

Reverting to *Paris*, the sleek ship again sailed the Atlantic, but had the misfortune to run aground on the Manacles, England, 21 May 1899. She remained there until 11 July, when she wes reloaded and sent to Belfast, Ireland, for extensive refit. *Paris* emerged from Belfast with two funnels instead of her original three and powerful new engines. Renamed *Philadelphia*, she continued her transatlantic passenger service.

Philadelphia was acquired by the Navy in 1918 and renamed *Harrisburg*. She commissioned 29 May 1918, Comdr. Wallace Bertholf commanding. During the war *Harrisburg* made four voyages to Europe, two to Liverpool and two to Brest, with troops and supplies, and made six additional trips after the war carrying veterans of the European fighting home to the United States. She was then decommissioned at Hoboken, N.J., 25 September 1919, and returned to her owner, the American Line, for passenger service. She was subsequently sold to the New York-Naples Steamship Co. in 1922 and scrapped in 1923.

Harrison

Benjamin Harrison, from whom the first *Harrison* was named, was born about 1726 in Charles County, Va., and



USS *Harrisburg* camouflaged in 1918

attended the college of William and Mary. As a member of the Virginia House of Burgesses, Harrison protested against the Stamp Act. An early advocate of independence, he served in the Continental Congress 1774–78 and as Governor of Virginia 1781–84. Harrison died 24 April 1791. His son and great-grandson were both Presidents of the United States.

Napoleon Harrison was born in Martinsburg, Va. (now West Virginia), 19 February 1823 and was appointed Midshipman 26 February 1838. Serving in California during the Mexican War in *Portsmouth*, he was a volunteer in the expedition to rescue Kearny's command, and spent 5 days en route from San Francisco to Monterrey in a small boat carrying despatches. In 1862 Harrison commanded *Cayuga* at the passage of Forts Jackson and St. Philip, leading the battle line past the forts and upriver to New Orleans. He later commanded *Mahaska* in the James River Flotilla, *Minnesota* in the North Atlantic Blockading Squadron, and various ships in the South Atlantic Blockading Squadron. After the fall of Charleston in 1865 Harrison served at Navy Yard, Portsmouth, N.H. Following the Civil War, he taught at the Naval Academy and in 1870 took command of his last ship, *Congress*. Captain Harrison died 27 October 1870 at Key West, Fla. The second *Harrison* was named after him.

I

(Sch: 4 4-pdrs.)

Harrison, a former fishing schooner built in 1761, and named the *Triton* was chartered 22 October 1775 as part of the small fleet outfitted by General George Washington to capture much needed supplies and to aid him in the siege of Boston. Under Captain William Coit the ship set sail from Plymouth, where she had been obtained, on October 26. Although *Harrison* was not sturdy or particularly seaworthy. Captain Coit succeeded in capturing two British provision ships 5 November. Continuing her cruise against British shipping, the ship departed again 13 November 1775 and after being chased by frigate *Tartar* on the 23d, brought two more prizes into port 1 December. *Harrison* remained at Plymouth, was frozen in for a time in January, and after making two short unproductive cruises decommissioned.

II

(DD-573: dp. 2050; l. 376′2″; dr. 13′; b. 39′8″; s. 35 k.; cpl. 273; a. 5 5″, 10 21″ tt., 6 dcp. 2 dct.; cl. *Fletcher*)

Harrison (DD-573) was launched by Consolidated Steel Co., Orange, Tex., 4 May 1942; sponsored by Mrs. Harry B. Hird; and commissioned 25 January 1943, Comdr. C. M. Dalton in command.

Following shakedown training in the Gulf of Mexico and Caribbean, *Harrison* escorted a merchant ship to the Canal Zone, and sailed for New York. The ship arrived New York 6 April and Charleston 2 days later. She then joined a convoy out of New York for Casablanca, and after touching at several points in the Mediterranean returned 1 June to Charleston. *Harrison* was then assigned to anti-submarine exercises in Caribbean waters with carrier *Yorktown*, after which she performed escort duty in the area until 22 July 1943.

Harrison was assigned in mid-1943 to the Pacific fleet, where the crescendo of amphibious war was beginning. Departing with carrier *Lexington* from Norfolk 22 July, the ship arrived Pearl Harbor 9 August and spent the next days training for the important amphibious operations which were to come. Her job was to screen the carriers as their aircraft softened up Japanese-held islands, and the task group got underway 22 August for strikes against Marcus, Wake, and Tarawa, interspersed with short resupply stops at Pearl Harbor. With these vital preliminary operations complete, *Harrison* departed 21 October for duty in the Solomons, long the scene of bitter fighting both on land and sea.

She arrived Espiritu Santo, New Hebrides, 4 November and 3 days later steamed to Empress Augusta Bay,

Bougainville, to screen transports carrying reinforcements. As she patrolled off the bay, where Marines had landed 1 November, the Japanese launched a fierce night attack with dive bombers and torpedo planes 8–9 November. *Harrison*'s gunners accounted for at least one plane during the battle. The destroyer departed 14 November for the Gilberts operation and again screened transports as they put initial assault troops ashore 20 November. *Harrison* remained off bloody Tarawa until 29 November, when she took up patrol off Makin. The ship then sailed to Funafuti 7 December and engaged in training exercises before anchoring at Pearl Harbor 1 January 1944. She remained in Hawaiian waters for most of January taking part in fire support exercises for impending invasion of the Marshall Islands.

Harrison sailed with the Southern Attack Force 22 January, and arrived off Kwajalein 31 January. She screened battleships *New Mexico* and *Mississippi* while the larger ships pounded shore installations, and sank a small tanker with her guns as the Japanese ship attempted to escape from the lagoon. As the Marines landed and advanced over the numerous islands in the atoll, *Harrison* entered the lagoon 4 February and rendered close fire support. She spent the next 4 weeks patrolling offshore and anchored in the lagoon, departing 1 March for Efate, New Hebrides.

The destroyer arrived Efate 7 March and after a short rest screened a task group during the strike on Kavieng, New Ireland, 20 March. Returning to Efate 25 March, she joined some 200 ships for the largest operation yet attempted in the southwest Pacific, the occupation of Hollandia. *Harrison* arrived New Guinea 1 April, engaged in patrol and escort operations until 19 April, and then sailed to Humboldt Bay for the assault. Carriers screened by the destroyer and her sisters bombarded enemy airfields and supported the successful landing, after which *Harrison* arrived Port Purvis 11 May for a month of local exercises and patrols.

Next on the timetable of conquest in Micronesia were the Marianas, and *Harrison* sailed 4 June for the Marshalls to prepare for that operation. Arriving Kwajalein 8 June, she engaged in patrolling and readiness operations until 17 June, when she sailed for Guam. *Harrison* arrived 21 June and lent fire support to Marines ashore in addition to patrolling the transport areas. This operation not only constituted a break in Japan's inner ring of defenses, but dealt a death blow to the Empire's naval air arm at the Battle of the Philippine Sea. *Harrison* sailed back to Espiritu Santo via Eniwetok 16 August.

Harrison departed 22 August for New Guinea, where she supported with gunfire Rear Admiral Barbey's landing on Morotai Island 15 September. After helping to establish this important air base, the destroyer joined a larger task force at Humboldt Bay and departed 13 November for one of the largest operations of the war, the invasion of the Philippines. *Harrison* arrived off Leyte 20 October and delivered accurate shore fire for the assault forces during the initial stages. She then assumed escort duties in already crowded Leyte Gulf until returning to Humboldt Bay 23 October.

After her many long months in the Pacific forward areas, *Harrison* departed for the United States 1 November and arrived Mare Island, California, via Pearl Harbor, 24 November 1944. She remained there until departing again for Pearl Harbor 20 January 1945. Arriving Ulithi 7 February, *Harrison* joined famed Task Force 58, Vice Admiral Mitscher, and in company with *Hornet*, *Wasp*, and other carriers sailed three days later to stage the first strike on the mainland of Japan since the Halsey-Doolittle raid of 1942. Observing the strictest secrecy to insure success, the carriers and their escorts arrived off Japan 16 February and launched a devastating series of strikes against the Tokyo area. After these attacks, the vast force moved south to support the Iwo Jima landings, scheduled for the 19th, and remained east of the island until returning for another raid on Tokyo 25 February. Refueling at sea in a remarkable demonstration of the mobility and striking power of carrier forces, the ships then sailed to Okinawa for photo-reconnaissance missions 1 March. This completed, *Harrison* and the rest of the task force arrived Ulithi 5 March 1945.

The great task force sortied once more from Ulithi 14 March to support the Okinawa operation, last stop on the island road to Japan. In heavy strikes 18–19 March the carrier forces inflicted great damage on Okinawa in preparation for the invasion, and *Harrison* shot down another attacking enemy aircraft. Attacks against Japanese airfields in the home islands were also launched, cutting down significantly the air opposition over Okinawa during the initial assault. After the Marines stormed ashore 1 April, the carrier groups and their destroyers turned to direct support of the landing. As a Japanese task force, built around the giant battleship *Yamato*, sortied from the inland sea to attack the beaches at Okinawa, Task Force 58 aircraft delivered a skillful and effective attack, sinking *Yamato* and five other ships while suffering only small losses.

During her operations off Okinawa *Harrison* began to experience increasing kamikaze attacks. *Harrison*'s gunners accounted for two of the suicide planes 6 April, and protected the carriers during countless attacks in the days following the invasion. She returned to Ulithi 30 April for a brief respite, but was underway again 9 May for tactical support of the American forces on bitterly contested Okinawa. The task force, now part of 3d Fleet, continued this pattern, including periodic strikes against Japan, until after the great June typhoon. *Harrison* rode out the storm 5 June in which *Pittsburgh* lost her bow and the ships put in at Leyte Gulf 11 June to repair damage.

After replenishing the great task force moved once more toward Japan 1 July. During the next 2 months, devastating air strikes were carried out against Japan, and retaliatory air attacks were fought off by *Harrison* and the other protecting destroyers. Refueling at sea, the carriers kept up a constant bombardment of the home islands. In addition, *Harrison* with four cruisers and five other destroyers made an anti-shipping sweep along the northern coast of Honshu; but, testifying to the thoroughness of American surface and submarine attrition, gained not one contact. Then during the night of 30–31 July *Harrison* and the rest of her squadron swept Suruga Wan, near Tokyo, and in the very shadow of Mount Fujiyama bombarded railroad yards and an aluminum plant.

Task Force 38 kept up its relentless attacks against Japan until the surrender 15 August. *Harrison* arrived Guam 26 August and Pearl Harbor 14 September. There the veteran destroyer got underway with carrier *Enterprise* for the Canal Zone and the East Coast, arriving Boston 17 October 1945. After Navy Day celebrations the ship arrived Charleston 3 November and decomissioned 1 April 1946. *Harrison* was subsequently placed in reserve and transferred to Orange, Tex., where she remains.

Harrison received 11 battle stars for World War II service.

Harry Bumm

A former name retained.

The steam tug *Harry Bumm*, also known as *Tug No. 5*, was renamed *Epsilon* (*q.v.*) in November 1864.

Harry Culbreath, see *Titania* (AK–55)

Harry E. Hubbard

Harry Enson Hubbard was born 18 March 1903 in Baltimore, Md. He graduated from the Naval Academy in June 1925, served 3 years in battleship *Maryland*, then qualified in submarines at New London, Conn. Following duty in submarine *S–34*, he completed Naval Academy postgraduate work, then served in submarine tender

Holland, and, was executive officer of destroyer *Twiggs*. He served at the Naval Torpedo Station at Newport, then commanded destroyer *Roper* 1939 to 1940, before assignment as staff gunnery officer for destroyers in the Atlantic. The latter duty terminated 1 March 1942 when Hubbard took command of destroyer *Meredith* (DD–434).

In command of *Meredith*, Hubbard helped screen carrier *Hornet* off Japan for the famed Doolittle bombing raids on Tokyo 18 April 1942. Thereafter he conned his destroyer on arduous patrol and escort from Hawaii to the Samoan, Fiji, and Solomon Islands. His destroyer helped cover transports landing reinforcements on bitterly contested Guadalcanal 18 September 1942.

During the darkest days of the Solomons Campaign Hubbard joined in maintaining the lifeline of supplies to fighting men holding their ground on Guadalcanal. On 15 October 1942 he fought his ship against Japanese carrier-based scouting planes, then fought off 18 enemy dive bombers and 12 torpedo planes launched by Japanese aircraft carrier *Zuikaku*. His gunners shot down five of the attackers, all the destroyermen following the example of Hubbard who carried on the fight though blinded by burns about his face. When his men had cleared the bridge, he abandoned the sinking *Meredith* scant moments before she made her final plunge. He perished on a life raft at sea the morning of 16 October 1942. The heroic stand of Commander Hubbard and his destroyerman had drawn the enemy aircraft away from ships who made it to Guadalcanal with munitions and desperately needed supplies.

(DD 748: dp. 2,200; l. 376'5''; b. 41'4''; dr. 15'8''; s. 34 k.; cpl. 336: a. 6 5'', 11 20mm., 10 21'' tt.; cl. *Allen M. Sumner*)

Harry E. Hubbard (DD–748) was launched 24 March 1944 by the Bethlehem Steel Co., Staten Island, N.Y.; sponsored by Miss Jean Hubbard, daughter; and commissioned 22 July 1944, Comdr. Leonard W. Bailey in command.

Flagship of Destroyer Squadron 64, *Harry E. Hubbard* trained precommissioning crews destined for newly constructed warships until sailing for Hawaii 16 January 1945. She served as a training ship out of Pearl Harbor until 17 April, then departed for combat. She arrived off Okinawa 8 May 1945 to serve as a picket destroyer guarding against the day and night waves of Japanese aerial raids and suicide runs of kamikaze planes. Although the American fleet suffered losses and damage, it had come to stay. As with all previous Japanese weapons, even the suicide kamikazes were defeated in their attempt to save this last "stepping stone" to Japan itself. For nearly 2 months *Harry E. Hubbard* fought off the savage raiders, shooting down four suicide planes that tried to crash her at various times.

When picket destroyers *Evans* and *Hugh W. Hadley* were badly damaged in their stand against some 50 suicide planes 11 May 1945, *Harry E. Hubbard*, first to arrive on the scene, went alongside *Evans* to render fire-fighting, damage control and medical aid. She gave similar assistance to destroyer *Barry* 24–25 May, shooting down two suicide planes as she escorted *Barry* from picket station into Kerama Retto. One enemy plane was disintegrated by *Harry E. Hubbard*'s gunners a bare 50 yards from the ship.

Harry E. Hubbard remained off Okinawa until 24 July 1945, then escorted occupation troops to Jinsen, Korea, and carried the Commander of Destroyer Squadron 64 to Chinkai, Korea, to oversee the demilitarization of the former Japanese naval base there. She returned to Jinsen 7 November 1945, then based out of Tsingtao, China. She performed escort, mail, and communication service for the North China Occupation force until departing 16 March 1946, for the California seaboard. She arrived at San Francisco 28 March 1946, underwent demobilization overhaul at Oakland, then decommissioned at San Diego 15 January 1947. She remained in the Pacific Reserve Fleet until recommissioned 14 May 1949 but decommissioned 12 December without having gone to sea.

Following the invasion of South Korea, *Harry E. Hubbard* recommissioned 27 October 1950, Comdr. Burres D. Wood in command. After initial shakedown along the coast of California, she departed San Diego 2 January 1951 for two months of training in Hawaiian waters. She then steamed to assist the U.N. Forces in Korea. Besides helping guard the fast carrier task force making repeated airstrikes against the enemy, she frequently joined in gunstrike missions to bombard coastal rail and communication centers and performed as sea-going artillery to support the advance of land troops. Her bombardment missions were conducted against targets at Yongdae Gap, Wonsan, Songjin, Chingjin, Kyoto, Chako, Bokuko, Chuminjin, and other enemy strongholds of supply and reinforcement. When destroyer *Walke* (DD–723) was heavily damaged by underwater explosion off Wonson 11 June 1951, *Harry E. Hubbard*, with the same skill as off Okinawa in 1945, moved in to render effective medical and damage control assistance. She returned to the California coast in October 1951 for overhaul and completed a similar tour of duty with the 7th Fleet off Korea July to December 1952. She returned to San Diego in January 1953 but again departed 11 July to guard fast carrier task groups watching over the uneasy truce in Korea. Intervened by patrol in the Taiwan Straits, this duty continued until 13 January 1954. She returned to San Diego for overhaul and refresher training along the western seaboard.

Harry E. Hubbard departed San Diego 11 August 1954 on the first of nine additional Far East tours with the 7th Fleet which were completed by the close of 1966. During this service, she joined the roving 7th Fleet 6 to 13 February 1955 in moving in under Chinese Communist artillery defenses to cover the evacuation of Chinese Nationalist from untenable positions on the Tachen Islands. In October to November 1956 she diverted from Australia to the "Dewline" in the Northern Pacific to serve on picket patrol during the Suez Crises. She next joined in combined warfare exercises with SEATO Treaty nations to improve readiness in defending freedom in that part of the world. From time to time, she patrolled the Taiwan Straits to insure Taiwan was not threatened from the Communist mainland of China. She was off Guam in June 1960, twice guarding the flight of President Eisenhower's aircraft during his Far East visit.

When Communist North Vietnamese torpedo boats committed unprovoked attacks on American destroyers patrolling the Gulf of Tonkin 2 to 5 August 1964, *Harry E. Hubbard* was nearby in the South China Sea screening carrier *Ticonderoga* (CVA–14). The carrier task group struck back with lightning rapidity to destroy North Vietnamese torpedo boats and their supporting facilities. In awarding the Navy Unit Commendation to *Ticonderoga* and her screen, Secretary of the Navy Paul Nitze stated that they had "demonstrated the firm intent of the United States to maintain freedom of the seas and to take all necessary measures in defense of peace in Southeast Asia."

Harry E. Hubbard returned to San Diego 28 October 1964 for a year of warfare readiness operations along the western seaboard. In October she departed for the coast of South Vietnam. In company with *Valley Forge* (LPH–8) in November and December 1965, she provided gunfire support for two Marine amphibious landings. In the following months she acted as escort to *Kitty Hawk* (CVA–63) and *Hancock* (CVA–19) during their strike operations in the South China Sea; acted as Harbor Defense ship at Danang and fired more than 1,000 rounds of exploding 5-inch shells into Viet Cong strongholds along the South Vietnamese coast. She returned to Long Beach, Calif., 7 April 1966. The destroyer had drawn nationwide attention 10 March 1966 when the ABC Television Network included scenes of one of her shore bombardments along the South Vietnamese coast. The prowess and accuracy of her gunners was illustrated by one spotter's comment: "*Hubbard* is the fastest shooting ship and one of the most accurate I've seen." *Harry E. Hubbard* headed for the Western Pacific in the spring of 1967

USS *Harry E. Hubbard* (DD–748) in 1966

where more action against aggressors in Southeast Asia awaited her.

Harry E. Hubbard shared in the Navy Unit Commendation awarded Task Group 77.5 for support operations in the Gulf of Tonkin 2 to 5 August 1964. She also received six battle stars for World War II and Korean service.

Harry E. Yarnell

Harry Ervin Yarnell, born near Independence, Iowa, 18 October 1875, began his naval career which spanned 51 year and 3 wars, when he entered the U.S. Naval Academy in 1893. After serving in *Oregon* during the Battle of Santiago, 3 July 1898, Yarnell was commissioned ensign 1 July 1899 and reported to the Asiatic Station. He served in the Philippines during the Aguinaldo Insurrection and on the China Station during the Boxer Rebellion.

From Asia Yarnell reported to *Connecticut* at her commissioning, and sailed around the world with the Great White Fleet. Next, duty at the Newport Torpedo Station, on CINCLANT's staff, and at the Naval War College occupied him until World War I, when he served at Gibraltar and London. Yarnell then rotated between sea and shore duty until ordered to *Saratoga* September 1927, as prospective commanding officer. He served as captain of the carrier from her commissioning until 17 August 1928, when he was appointed Chief of the Bureau of Engineering as Rear Admiral.

From January to April 1930 Admiral Yarnell was Naval Adviser to the American delegation at the London Naval Conference, and in October 1936 he became commander in Chief, Asiatic Fleet, with the rank of Admiral.

His tour there was notable for the sagacious and firm manner with which he handled a most explosive international situation.

After 3 years service, Admiral Yarnell was transferred to the Retired List; but, 1 November 1941, as war loomed in the East he was recalled to the office of the Secretary of the Navy as Special Adviser to the Chinese Military Mission.

Admiral Yarnell was relieved of active duty 15 January 1943 but returned in June as Head of a Special Section in the Office of Chief of Naval Operations until December 1944, when he again was relieved of active duty.

Admiral Yarnell died 7 July 1959 at Newport, R.I., his home since his retirement. Among the awards and medals earned in his long and distinguished career were the Navy Cross, the Distinguished Service Medal, the Diploma and Decoration of the Companion of the Order of the British Empire, and the Cloud Standard, Second Class, of the Government of China.

(DLG–17: dp. 5670; l. 535′; b. 53′6″; dr. 17′2″; s. over 30 k.; cpl. 400; a. 4 Ter., ASROC, 2 3″; cl. *Leahy*)

Harry E. Yarnell was launched 9 December 1961 by the Bath Iron Works, Bath, Maine; sponsored by Mrs. Philip

Yarnell, wife of the late Admiral Yarnell; and commissioned 2 February 1963 at the Boston Naval Shipyard, Captain Charles E. Nelson in command.

Second of the "double-end," *Leahy*-class guided-missile frigates to join America's sea-going arsenal, *Harry E. Yarnell* is equipped with Terrier surface-to-air missile launching tubes both fore and aft and ASROC anti-submarine missiles as well as more conventional torpedo tubes and guns. Before taking her place in America's powerful deterrent force, the new ship was fitted out at Boston and received a grim reminder that even in peacetime the sea can be a powerful enemy. As she was out on trials, *Harry E. Yarnell* was diverted 10 April 1963 to search for *Thresher*, the nuclear submarine later found on the bottom some 8,000 feet down. Quartering the area where the sub was last reported, the guided missile frigate found an oil slick and some debris but could not contact the lost submarine.

On her way to her new home base at Norfolk 23 April, *Harry E. Yarnell* passed and photographed several Russian "merchant" ships. The next few months were spent conducting training for shakedown and missile qualification. Designated to carry out standardization trials for her class as well as special acoustical tests, *Harry E. Yarnell* spent 28 October–26 November in the Caribbean operating out of Guantanamo and then returned to Norfolk.

Harry E. Yarnell continued operating in the Virginia Capes area and the Caribbean until departing Norfolk 8 September 1964 for her first Atlantic crossing. NATO ASW exercises en route took the guided missile frigate far north, and she crossed the Arctic circle on the 21st. She visited Amsterdam en route to the Mediterranean, where she remained until returning to Norfolk in February 1965.

On her next Mediterranean deployment, which began 8 October, she transited the Dardanelles 3 January 1966 and entered the Black Sea to operate close to the Soviet Union before returning to Norfolk in March. After NATO exercises in the North Atlantic, *Harry E. Yarnell* received the battle efficiency "E" for the preceeding year.

Operations in the Gulf of Mexico and Caribbean brought the fine ship and her crew to a high degree of readiness before she sailed for her 3d Med deployment early in 1967. She cruised the Mediterranean ready to help snuff out trouble, should it occur in that troubled area, until returning to Norfolk in May. At mid-year she operated in the North Atlantic, honing her fighting edge to prepare for the challenges of the future.

Harry F. Bauer

Harry Frederick Bauer was born 17 July 1904 at Camp Thomas Lytle, Ga., and graduated from the Naval Academy in 1927. During the early part of his career he served at shore stations, including a tour as instructor at the Naval Academy, and in *Twiggs*, *Cuyama*, and *Tracy*. Bauer was commissioned Lieutenant Commander 1 July 1941 and took command of fast transport *Gregory* 1 January 1942. While acting as combat transports for Marines off Guadalcanal during the night of 4–5 September 1942, *Gregory* and *Little* were surprised by three Japanese destroyers covering a small troop landing. Though vastly outgunned, the two transports fought valiantly before being sunk. Lt. Comdr. Bauer was badly wounded, and while being pulled clear by two of his crew ordered them to rescue another man crying out for assistance. Lt. Comdr. Bauer was lost, receiving the Silver Star posthumously for his gallantry.

(DM–26: dp. 2200; l. 376'6"; b. 40'10"; dr. 15'8"; s. 34 k.; cpl. 336; a. 3 5", 8 20mm., 2 .50 cal.; cl. *Robert H. Smith*)

Harry F. Bauer (DM–26) was launched as DD–738 by Bath Iron Works Corp., Bath, Maine, 9 July 1944; sponsored by Mrs. Harry F. Bauer, wife of Lt. Comdr. Bauer; converted to minelayer DM–26 and commissioned 22 September 1944, Comdr. R. C. Williams, Jr., in command.

Following shakedown training out of Bermuda and minelayer training off Norfolk, *Harry F. Bauer* sailed 28 November 1944 via the Panama Canal arriving San Diego 12 December. After additional training both there and at Pearl Harbor she departed Hawaii 27 January 1945 as a unit of Transport Group Baker for the invasion of Iwo Jima, next stop in the island campaign toward Japan. As Vice Admiral Turner's invasion troops stormed ashore 19 February, *Harry F. Bauer* acted as a picket vessel and carried out antisubmarine patrol to protect the transports. As the campaign developed, the ship also conducted shore bombardment, destroying several gun emplacements, tanks, and supply dumps. She proceeded to Ulithi 8 March to prepare for the last and largest of the Pacific island operations, Okinawa.

Harry F. Bauer arrived Kerama Retto 25 March and helped screen minecraft during preliminary sweeps of the invasion area. Under intensive air attack during this period, she shot down several Japanese planes, three on the night of 28–29 March alone. On the day of the assault, 1 April 1945, she joined the picket ships offshore, and for over two months of antisubmarine and anti-aircraft duty was under almost continuous attack. A torpedo crashed through her ballast tank 6 April, but failed to explode, and she again shot down three aircraft on the night of 29 April 1945. While in company with *J. William Ditter* 6 June, she was attacked by eight enemy aircraft. Each ship accounted for three; one crashed close aboard *Harry F. Bauer*, flooding two compartments. Although damaged herself, the ship escorted the crippled *J. William Ditter* to Kerama Retto. Survey of her damage during repairs revealed an unexploded bomb in one of her flooded compartments.

After repairs at Leyte, *Harry F. Bauer* arrived Okinawa 15 August, the day of the Japanese surrender. With the prospect of massive minesweeping in Japanese waters incident to the occupation, she sailed 20 August for the East China Sea, where she engaged in minesweeping operations until arriving Sasebo 28 October. Sailing for the United States 1 December she arrived San Diego 22 December.

Sailing to Norfolk 8 January 1946, *Harry F. Bauer* began operations with the Atlantic Fleet. These consisted of antisubmarine cruises in the Atlantic and Caribbean, tactical training and fleet maneuvers. During October–November 1948 she took part in 2d Fleet exercises in the Atlantic, and in June–July 1949 participated in a Naval Academy training cruise with giant battleship *Missouri*.

In 1950 *Harry F. Bauer* made her first cruise to the troubled Mediterranean, departing 9 September and returning to Charleston 1 February 1951. During the years that followed she continued with tactical operations, that took her to the Caribbean and Northern Europe. She ended active steaming in September 1955 and decommissioned 12 March 1956 at Charleston, entering the Atlantic Reserve Fleet, Philadelphia, where she remains.

Harry F. Bauer received a Presidential Unit Citation for the series of courageous actions off Okinawa during that bitter campaign, where "the fleet had come to stay" and four battle stars for World War II service.

Harry L. Corl

Harry Lee Corl was born in Lambertville, Mich., 26 March 1914, and enlisted in the Navy 20 November 1934. He was discharged in 1938 but enlisted again the following year, rising to ensign 15 June 1942. He was awarded the Navy Cross for heroism in the epochal Battle of Midway, when he was the pilot of a torpedo plane in the assault against the Japanese fleet. His squadron probably scored hits on two of the carriers later lost in the action. Ensign Corl was reported missing on a mission in the South Pacific 24 August 1942, and was presumed dead 25 August.

(ADP–108: dp. 1390; l. 306'; b. 37'; dr. 12'7"; s. 24 k.; cpl. 204; a. 1 5", 6 40mm.; cl. *Crosley*)

Harry L. Corl (ADP–108) was launched as DE–598 by Bethlehem-Hingham Shipyard, Hingham, Mass., 1 March 1944; sponsored by Mrs. Marie Mohr, sister of Ensign Corl; and commissioned 5 June 1945, Lt. W. D. Jenckes in command. She had been redesignated ADP–108 and converted to a high speed transport before commissioning.

Following her shakedown training in the Caribbean, *Harry L. Corl* departed Norfolk for the West Coast 4 August 1945. She arrived San Diego 19 August, 4 days after the end of the war, and was assigned the duty of carrying supplies and men to northern Pacific ports. Arriving Seattle 26 August, the transport took on passengers and equipment for northern weather stations. She arrived Dutch Harbor, Alaska, 1 September and Petropavlovsk, on the Kamchatka Peninsula, 5 days later. There *Harry L. Corl* unloaded cargo and helped to establish an important weather station, so vital to safe navigation of the Pacific.

The transport made three more supply voyages from Attu to Petropavlovsk, and sailed to Seattle 21 November. After a voyage to Alaskan ports with passengers the ship returned to Seattle 11 January 1946. Scheduled for inactivation, *Harry L. Corl* then sailed for San Francisco, and departed that port 26 February for the east coast. She arrived New York 20 March and Green Cove Springs, Florida, 12 April, decommissioning 21 June 1946. *Harry L. Corl* was subsequently placed in the reserve fleet, where she remained until her name was struck from the Navy List on 15 January 1966. She was delivered to Korea in May 1966 for use in the ROK Navy as *Ah San*.

Harry Lee

Harry Lee was born in Washington, D.C., 4 June 1872 and was appointed second lieutenant in the Marine Corps for the war with Spain 2 August 1898. He served at the Havana Naval Station during the war and in various ships of the Navy and Marine Corps stations following it. Joining the 6th Regiment in 1917, Lee commanded it at Chateau Thierry, St. Mihiel, and the Argonne Forest and marched with the Army to the Rhine. After the war he commanded the Marine Brigade in Santo Domingo, sent in 1921 to pacify the country and establish constitutional government. For 3 years he served as military governor of the country. Later General Lee commanded Marine Barracks, Parris Island, and while in command of the Marine base at Quantico, Va., died 1 March 1933. For World War I service Major General Lee was awarded the Army and Navy Distinguished Service Medals, the French Legion of Honor, and other decorations.

(AP–17: dp. 9,989; l. 475'4"; b. 61'6"; dr. 25'4"; s. 16 k.; cpl. 453; a. 4 3", 4 40mm.)

Harry Lee (AP–17) was built as passenger ship *Exochorda* by New York Shipbuilding Co., Camden, N.J., in 1931 and operated in the Mediterranean area for American Export Lines. Acquired by the Navy 30 October 1940, she was converted at Tietjen and Lang Dry Dock Co., Hoboken, N.J., and commissioned *Harry Lee* (AP–17) 27 December 1940, Captain R. P. Hinrichs in command. *Harry Lee* was redesignated APA–10, 1 February 1943.

Harry Lee spent the first few months of her commissioned service transporting Marine combat units to the Caribbean for training exercises, helping to build the amphibious teams which were to find such great success in the later stages of World War II. After a stay at Norfolk, the transport was assigned in July to the Iceland route, carrying troops and supplies to that country from Norfolk and New York. After making two such passages, she returned to Boston 22 December 1941 to take part in additional training exercises. With America then in the war, *Harry Lee* spent the next 18 months in amphibious maneuvers in the Caribbean area. During this time the ship carried out many valuable experiments with landing craft and boat control procedures, all of which bore fruit in the dangerous months to come.

Returning to Boston 6 April 1943, *Harry Lee* was designated for use in the upcoming offensive in the Mediterranean, and sailed 8 June for Algeria. She anchored at Oran 22 June to prepare for the landing and found herself off the southwest coast of Sicily 10 July with Vice Admiral Hewitt's Western Naval Task Force. During this giant invasion *Harry Lee* debarked her troops through the heavy surf at Scoglitti and withstood several Axis air attacks before retiring 2 days later.

After the success of the Sicilian operation, the transport returned German prisoners of war to the United States, arriving Norfolk 3 August. It was then decided that her amphibious prowess was needed in the Pacific, and she sailed 24 August for Wellington, New Zealand, via the Panama Canal and San Francisco, arriving 12 October 1943. At Wellington *Harry Lee* loaded Marines in preparation for the big push of the invasion of the Gilbert Islands. She proceeded to Efate, New Hebrides, 1–7 November and for the next few weeks held amphibious practice landings in preparation for the landings on Tarawa. The transport departed for Tarawa 13 November, and arrived offshore 20 November. There she launched her Marines onto the bloody beaches, under threat of submarine attack and air attack and sailed the next day for Pearl Harbor.

Harry Lee participated in rehearsal landings in Hawaiian waters after her arrival at Pearl Harbor 7 December 1943, and sailed 23 January 1944 for the invasion of the Marshall Islands, next step on the island road to Japan. She arrived off Kwajalein 31 January. She effectively carried out her role in this complicated operation by landing troops on two small islands in the atoll; they met little opposition. *Harry Lee* remained off Kwajalein until departing for Funafuti 5 February. From there she sailed to Noumea 24 February and by 14 March was anchored off Guadalcanal to load troops and continue her amphibious preparations.

After carrying troops to Bougainville and New Guinea in April, *Harry Lee* sailed to Aitape, New Guinea, under Rear Admiral Barbey for the Hollandia operation. She arrived 23 April after the initial assault, unloaded her troops, and proceeded to bring reinforcements from other points in New Guinea to the landing area. This accomplished, the transport arrived Espiritu Santo 11 May.

Harry Lee was next to take part in the invasion of the Marianas. After landing operations conducted around Guadalcanal the ship sailed to Kwajalein and got underway in convoy for Guam 12 June. During this gigantic operation, in which troops were projected over 1,000 miles of ocean from the nearest advance base, *Harry Lee* was held in reserve for the Guam landings. She arrived off Agat, Guam, 21 July 1945 and debarked her troops. The transport then remained offshore loading and relanding troops for tactical purposes until 25 July, when she steamed with her fellow transports to Eniwetok. They arrived 29 July, and 2 days later sailed for Pearl Harbor.

Arriving Pearl Harbor 7 August 1944, *Harry Lee* set course for California and a much-needed overhaul. She arrived San Pedro 18 August and remained in California until departing 21 October with troops for Seeadler Harbor, Manus. Until 31 December the ship conducted practice landings in New Guinea and the Solomons for the upcoming invasion of Luzon, and departed the last day of 1944 for Lingayen Gulf. Enroute, Japanese planes attacked the task force savagely with suicide planes and bombers, but *Harry Lee* by effective gunfire and luck escaped damage. She entered Lingayen Gulf 9 January 1945 and began landing troops under constant air alert. That night the transports retired off the beaches under smoke screens, returning next day to resume the dangerous job of landing supplies. *Harry Lee* sailed 10 January for Leyte Gulf, anchoring 14 January.

With troops ashore at Lingayen, *Harry Lee* departed 19 January for Ulithi and arrived 2 days later. She soon was back in action, however, sailing 17 February for Iwo Jima and her last amphibious operation of the war. The transport arrived via Guam 22 February, 3 days after the initial landings, and after sending a reconnaissance unit ashore 24 February disembarked her troops. The ship

remained off Iwo Jima until 6 March acting as a hospital evacuation vessel. She then sailed with casualties to Saipan 6–9 March.

Harry Lee spent the rest of her time in the Pacific transporting troops and supplies, as the American thrust at Japan neared its final phase. She touched at Tulagi, Noumea, New Guinea, Manus, and the Philippines, bringing reinforcements and vitally needed supplies. The ship was at Leyte Gulf 20 July when ordered back to the United States, and she arrived for a brief stay 8 August. It was during this time that news of Japan's surrender reached the veteran transport.

The ship reached Manila 16 September at aid in the occupation of Japan, and after loading troops at various points in the Philippines arrived Tokyo Bay 13 October 1945. Assigned to operation "Magic-Carpet", and the huge job of bringing American veterans home from the Pacific, *Harry Lee* arrived San Francisco 4 November, and made another round trip to the Philippines and back, arriving 20 January 1946. From San Francisco she sailed 23 January for New York, via Norfolk. The ship arrived 9 February 1946 and decommissioned at Brooklyn Navy Yard 9 May 1946. After a period in Reserve Fleet, she was sold to Turkey in April 1948. Renamed *Tarsus*, she was burned in the Bosporus after a rare three ship collision 14 December 1960.

Harry Lee received seven battle stars for World War II service.

Harry Taylor, General, see *General Harry Taylor* (AP–145)

Harry Toulmin, see *Seginus* (AK–123)

Hart

The first *Hart* was named for Midshipman Ezekiel B. Hart and Lt. Comdr. John E. Hart.

Ezekiel B. Hart entered the Navy as a Midshipman 30 April 1814. He was killed in the action of Commodore Chauncey's squadron on Lake Ontario 26 August 1814.

John E. Hart was appointed a midshipman 23 February 1841. He served on various ships of the fleet, and was appointed Lieutenant Commander July 1862. Commanding *Albatross*, Hart served in the West Gulf Blockading Squadron during the Civil War and engaged two Confederate steamers in the Red River near Fort De Russey 4 May 1863. He died of fever contracted on duty in the Mississippi River 11 June 1863.

The second *Hart* was named for Lt. Patrick Hart.

Patrick Henry Hart was born 31 May 1915 in New York City and graduated from the Naval Academy in 1937. Hart served on board *Colorado* and *West Virginia* before designated a naval aviator in 1940. Appointed Lieutenant in 1942, he was killed while a member of Torpedo Squadron 3 at the battle of Midway and posthumously received the Navy Cross for heroism in attacking the Japanese carriers during the battle 4 June 1942.

I

(DD–110; dp. 1,191; l. 314′5″; b. 31′9″; dr. 9′2″; s. 34 k.; cpl. 113; a. 4 4″, 12 21″ tt.; cl. *Wickes*)

The first *Hart* (DD–110) was launched 4 July 1918; by Union Iron Works of San Francisco, Calif., sponsored by Mrs. Daniel C. Nutting; and commissioned 26 May 1919, Comdr. Harold Jones in command.

Hart joined the destroyer force and operated off the California coast until 17 July 1920, when she was reclassified minelayer, destroyer, DM–8, and proceeded to Mare Island Navy Yard for installation of minelaying equipment. Following her conversion, *Hart* was assigned to Mine Detachment, Asiatic Fleet, and sailed for the Philippine Islands in November 1920. She subsequently operated in waters off the Philippine Islands and China in peacetime operations.

Ordered to San Diego, Calif., for deactivation, *Hart* sailed from Manila 12 December 1930 and arrived San Diego 24 January 1931. She decommissioned 1 June 1931, and her name was struck from the Navy List 11 November. *Hart* was sold for scrap 25 February 1932 in accordance with the London Treaty for the limitation of naval armaments.

II

(DD–594: dp. 2,050; l. 376′5″; b. 39′8″; dr. 13′9″; s. 35 k.; cpl. 273; a. 5 5″; 10 21″ tt., 6 dcp., 2 dct.; cl. *Fletcher*)

The second *Hart* (DD–594), originally designated *Mansfield* and renamed *Hart* 21 March 1944, was launched 25 September 1944 by Puget Sound Navy Yard; sponsored by Mrs. Emma Hart, mother; and commissioned 4 November 1944, Comdr. W. D. Coleman in command.

Hart conducted her regular shakedown cruise off California and during her training participated in experimental high-speed refueling exercises with oiler *Kaskaskia*. From 12 December to 23 December, the destroyer refueled at sea some 50 times under all conditions of sea and weather gaining vital information on how to improve this key wartime operation. Ending her regular shakedown 31 January 1945, the ship departed 19 February for Pearl Harbor. From 27 February to 3 March she escorted carrier *Intrepid* in gunnery and aircraft operations, departing for Ulithi 5 March.

Arriving at Ulithi 16 March, *Hart* joined the assembled task forces for the Okinawa operation. From her arrival 24 March until 12 April the ship was assigned as part of the screen for escort carriers furnishing close air support for the landings and preinvasion neutralization of neighboring Japanese air strips. Detached 12 April, she assumed duty as an escort for transports for 2 days and then commenced protective patrol duties during landings near Okinawa.

Hart was detached from 5th Fleet 19 April and proceeded to the Philippines to join 7th Fleet for the Borneo landings. She arrived off Brunei Bay 9 June 1945 and commenced a patrol of the South China Sea to guard against possible interference from the remains of the Japanese Fleet at Singapore. *Hart* also carried out shore bombardment beginning 11 June in support of Australian troops landing at Brunei Bay. On 14 June she shot down her first Japanese aircraft during an attempted bombing. During the period 19–21 June she provided close support for further landings on the coast of Borneo near Brunei Bay, and then departed for Balikpapan and other amphibious operations. There *Hart* patrolled, provided starshell illumination, and directed minesweeping vessels through the treacherous enemy minefields off the beaches. Australian troops went ashore 1 July under cover of fire from *Hart* and other ships; during the operation *Hart* destroyed two mines and a 75mm gun emplacement ashore.

Temporarily leaving the landing areas, *Hart* was assigned as part of the escort for General MacArthur in *Cleveland*, steaming to Manila with the General and then proceeding to Leyte 5 July. She next moved to Subic Bay for training exercises and escort duty, and after the surrender of Japan 15 August was assigned to the newly formed North China Force.

Hart departed 5 September 1945 to support the landing of Army occupation forces at Jinsen, Korea. The force threaded its way through many mines en route, and after arrival *Hart* sent boarding parties on board Japanese merchantmen in the harbor for inspection and disarming. This duty completed, *Hart* sailed for China, escorting Cruiser Division 6 in an important show of force off the coast. She continued through the next few months to aid in the landings of American Marines, calling at Port Arthur, Tsingtao, and Taku.

The veteran destroyer sailed for the United States 9 February 1945, decommissioned 31 May 1946, and was placed in reserve at Long Beach, Calif. Later moved to Mare Island, and then Stockton, Calif., she continues into 1967 as part of the Pacific Reserve Fleet.

Hart received two battle stars for her service in World War II.

Hartford

The capital of the state of Connecticut.

(ScSlp: t. 2,900; l. 225′; b. 44′; dr. 17′2″; s. 13.5 k.; cpl. 302; a. 20 9″ D.sb., 2 20-pdr. P.r., 2 12-pdrs.)

Hartford was launched 22 November 1858 by the Boston Navy Yard; sponsored by Miss Carrie Downes, Miss Lizzie Stringham, and Lt. G. H. Preble; and commissioned 27 May 1859, Captain Charles Lowndes in command.

After shakedown out of Boston, the new screw sloop of war, carrying Flag Officer Cornelius K. Stribling, the newly appointed commander of the East India Squadron, sailed for Cape Hope and the Far East. Upon reaching the Orient, *Hartford* relieved *Mississippi* as flagship. In November she embarked the American Minister to China, John Elliott Ward, at Hong Kong and carried him to Canton, Manila, Swatow, Shanghai, and other Far Eastern ports to settle American claims and to arrange for favorable consideration of the Nation's interests. Her presence, as a symbol of American sea power, materially contributed to the success of Ward's diplomatic efforts.

With the outbreak of the Civil War, *Hartford* was ordered home to help preserve the Union. She departed the Strait of Sunda with *Dacotah* 30 August 1861 and arrived Philadelphia 2 December to be fitted out for wartime service. She departed the Delaware Capes 28 January as flagship of Flag Officer David G. Farragut, the commander of the newly created West Gulf Blockading Squadron.

An even larger purpose than the important blockade of the South's Gulf Coast lay behind Farragut's assignment. Late in 1861, the Union high command decided to capture New Orleans, the South's richest and most populous city, to begin a drive of sea-based power up the Father of Waters to meet the Union Army which was to drive down the Mississippi valley behind a spearhead of armored gunboats. Other operations," Secretary of the Navy Welles warned Farragut, "must not be allowed to interfere with the great object in view—the certain capture of the city of New Orleans."

Hartford arrived 20 February at Ship Island, Miss., midway between Mobile Bay and the mouths of the Mississippi. Several Union ships and a few Army units were already in the vicinity when the squadron's flagship dropped anchor at the advanced staging area for the attack on New Orelans. In ensuing weeks a mighty fleet assembled for the campaign. In mid-March Comdr. David D. Porter's flotilla of mortar schooners arrived towed by steam gunboats.

The next task was to get Farragut's mighty, deep-draft, saltwater ships across the bar, a constantly shifting mud bank at the mouth of each pass entering the Mississippi. At the cost of endless toil and a month's delay, Farragut managed to get all of his ships but *Colorado* across the bar and into the river where Forts St. Philip and Jackson challenged further advance. A line of hulks connected by strong barrier chains, six ships of the Confederate Navy—including ironclad *Manassas* and unfinished but potentially deadly ironclad *Louisiana*, two ships of the Louisiana Navy, a group of converted river steamers called the Confederate River Defense Fleet, and a number of fire rafts also stood between Farragut and the great Southern metropolis.

On 16 April, the Union ships moved up the river to a position below the forts, and Porter's gunboats first exchanged fire with the Southern guns. Two days later his mortar schooners opened a heavy and methodical barrage which continued for 6 days. On the 21st, the squadron's Fleet Captain, Henry H. Bell, led a daring expedition up river and, despite a tremendous fire on him," cut the chain across the river. In the wee hours of 24 April, a dull red lantern on *Hartford*'s mizzen peak signaled the fleet to get underway and steam through the breach in the obstructions. A wild night action of far reaching consequence followed. As the ships closed the forts their broadsides answered a withering fire from the Confederate guns. Porter's mortar schooners and gunboats remained at their stations below the southern fortifications covering the movement with rapid fire.

Hartford dodged a run by ironclad ram *Manasas;* then, while vainly attempting to avoid a fireraft, grounded in the swift current near Fort St. Philip. When the burning barge was shoved alongside the flagship, only Farragut's gallant leadership and the disciplined training of the crew saved *Hartford* from being destroyed by flames which at one point engulfed a large portion of the ship. Meanwhile the sloop's undaunted gunners never slackened the pace at which they poured broadsides into the forts. As her firefighters snuffed out the flames, the flagship backed free of the bank.

When Farragut's ships had run the gauntlet and passed out of range of the fort's guns, the Confederate River Defense Fleet made a daring but futile effort to stop their progress. In the ensuing melee, they managed to sink converted merchantman *Varuna*, the only Union ship lost during the historic night.

The next day, after silencing Confederate batteries which had opened on them from earthen works, a few miles below New Orleans, *Hartford* and her sister ships anchored off the city early in the afternoon. A handful of ships and men had won a great decisive victory that secured the South could not win the war.

The conquest of New Orleans deprived the South of its greatest center of wealth, commerce and industry as well as her most important outlet to the sea. It was also the first thrust of the mighty pincer movement which ultimately cut the South in two dooming it to defeat.

Early in May, Farragut ordered several of his ships up stream to clear the river and followed himself in *Hartford* on the 7th to join in the conquest of the valley. Defenseless, Baton Rouge and Natchez promptly surrendered to the Union ships and no significant opposition was encountered until 18 May when the Confederate commandant at Vicksburg replied to Comdr. S. P. Lee's demand for surrender: ". . . Mississippians don't know and refuse to learn, how to surrender to an enemy. If Commodore Farragut or Brigadier General Butler can teach them, let them come and try."

When Farragut arrived on the scene a few days later, he learned that heavy Southern guns mounted on the bluff at Vicksburg some 200 feet above the river could shell his ships while his own guns could not be elevated enough to hit them back. Since sufficient troops were not available to take the fortress by storm, the Flag Officer headed downstream 27 May leaving gunboats to blockade it from below.

Orders awaited Farragut at New Orleans, where he arrived on the 30th, directing him to open the river and join the Western Flotilla and stating that Lincoln himself had given the task highest priority. The Flag Officer recalled Porter's mortar schooners from Mobile and dutifully got underway up the Mississippi in *Hartford* 8 June.

The Union Squadron was assembled just below Vicksburg by the 26th. Two days later the Union ships, their own guns blazing at rapid fire and covered by an intense barrage from the mortars, suffered little damage while running past the batteries. Flag Officer Davis, commanding the Western Flotilla, joined Farragut above Vicksburg on the 30th; but again, naval efforts to take Vicksburg were frustrated by a lack of troops. "Ships," Porter commented, ". . . cannot crawl up hills 300 feet high, and it is that part of Vicksburg which must be taken by the Army." On 22 July, Farragut received orders to return down the river at his discretion and he got underway on the 24th, reached New Orleans in 4 days, and after a fortnight sailed to Pensacola, Fla., for repairs.

The flagship returned to New Orleans 9 November to prepare for further operations in the unpredictable waters of the Mississippi. The Union Army, ably supported by the Mississippi Squadron, was pressing on Vicksburg from above, and Farragut wanted to assist in the campaign by blockading the mouth of the Red River from which sup-

Admiral Thomas C. Hart served in USS *Hartford* from 1899 to 1902.

plies were pouring eastward to the Confederate Army. Meanwhile, the South had been fortifying its defenses along the river and had erected powerful batteries at Port Hudson, La.

On the night of 14 March, Farragut in *Hartford* and accompanied by six other ships, attempted to run by these batteries. However, they encountered such heavy and accurate fire that only the flagship and *Albatross*, lashed alongside, succeeded in running the gauntlet. Thereafter, *Hartford* and her consort patrolled between Port Hudson and Vicksburg denying the Confederacy desperately needed supplies from the West.

Porter's Mississippi Squadron, cloaked by night, dashed downstream past the Vicksburg batteries 16 April, while General Grant marched his troops overland to a new base also below the Southern stronghold. April closed with the Navy ferrying Grant's troops across the river to Bruinsburg whence they encircled Vicksburg and forced the beleaguered fortress to surrender on the Fourth of July.

With the Mississippi River now opened, Farragut turned his attention to Mobile, Ala., a Confederate industrial center still building ships and turning out war supplies. The Battle of Mobile took place 5 August 1864. Farragut, with *Hartford* as his flagship, led a fleet consisting of 4 ironclad monitors and 14 wooden vessels. The Confederate naval force was composed of newly built ram *Tennessee*, Admiral Buchanan's flagship, and steamers *Selma*, *Morgan*, and *Gaines*; and backed by the powerful guns of Forts Morgan and Gaines in the Bay. From the firing of the first gun by Fort Morgan to the raising of the white flag of surrender by *Tennessee* little more than 3 hours elapsed—but 3 hours of terrific fighting on both sides. The Confederates had only 32 casualties, while the Union forces suffered 335 casualties, including 113 men drowned in *Tecumseh* when the monitor struck a torpedo and sank.

Returning to New York December 13, *Hartford* decommissioned for repairs a week later. Back in shape in July 1865, she served as flagship of a newly-organized Asiatic Station Squadron until August 1868 when she returned to New York and decommissioned. Recommissioned 9 October 1872, she resumed Asiatic Station patrol until returning home 19 October 1875. In 1882, as Captain Stephen B. Luce's flagship of the North Atlantic Station, *Hartford* visited the Caroline Islands, Hawaii, and Valparaiso, Chile, before arriving San Francisco 17 March 1884. She then cruised in the Pacific until decommissioning 14 January 1887 at Mare Island, Calif., for apprentice sea-training use.

From 1890 to 1899 *Hartford* was laid up at Mare Island, the last 5 years of which she was being rebuilt. On 2 October 1899, she recommissioned, then transferred to the Atlantic coast to be used for a training and cruise ship for midshipmen until 24 October 1912 when she was transferred to Charleston, S.C., for use as a station ship.

Again placed out of commission 20 August 1926, *Hartford* remained at Charleston until moved to Washington, D.C., 18 October 1938. On 19 October 1945, she was towed to the Norfolk Navy Yard and classified as a relic. *Hartford* sank at her berth 20 November 1956. She was subsequently dismantled. Major relics from her are at the National Navy Memorial Museum, Washington (D.C.) Navy Yard, and elsewhere.

Helmsmen on board USS *Hartford*, flagship of Admiral Farragut

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Hartley

The first *Hartley* retained her former name; the second was named for Admiral Henry Hartley.

Henry Hartley was born in Bladensburg, Md., 8 May 1884. Enlisting in the Navy 1 February 1901, he came up through the ranks and was commissioned lieutenant 3 August 1920. A specialist in salvage work, Hartley was instrumental in salvaging the sunken submarines *S–51* and *S–4*, for which he received the Navy Cross and the Distinguished Service Medal. After establishing the Deep Sea Diving School at Washington, D.C., in 1928 and serving as its commander, Hartley continued his pioneer research in techniques of salvage work. As technical aid to Rear Admiral Cyrus Cole, he helped supervise the dramatic rescue and salvage work on the sunken submarine *Squalus* in 1939. During World War II, Hartley served first in the Mediterranean, where his transport *Susan B. Anthony* participated in the invasion of Sicily, and then shifted to the Pacific. As commander of *Chester*, flagship of Service Squadron 10, Hartley participated in the Battle of Leyte Gulf, a major turning point of the war, and then engaged in bombardment and salvage work at Wake Island, Marcus Island, Iwo Jima, Haha Jima, and Okinawa. After commanding SerRon 10 for a year with the rank of Commodore, Hartley returned to Washington in March 1946 for special duty. After 46 years of service to his country, he retired with the rank of Rear Admiral 1 May 1947. Admiral Hartley died at Bethesda, Md., 6 March 1953.

I

(dp. 64; l. 64′6″; b. 11; dr. 6′6″; s. 7 k.; cpl. 5)

Hartley was built at San Francisco in 1875. Acquired from the Coast Guard for use in World War I, she served as a harbor patrol ship out of San Francisco. *Hartley* was returned to the Coast Guard 15 February 1919.

II

(DE–1029: dp. 1,280; l. 314′6″; b. 36′9″; dr. 9′3″; s. 25 k.; cpl. 170; a. 4 3″, 1 ASW rkt., 1 dct., 6 dcp; cl. *Dealey*)

Hartley was laid down by the New York Shipbuilding Co., Camden, N.J., 31 October 1955; launched 24 November 1956; sponsored by Mrs. Henry Hartley, widow of Admiral Hartley; and commissioned 26 June 1957 at Philadelphia, Pa., Lt. Comdr. C. N. Crandall, Jr., in command.

After shakedown in the Caribbean to test the latest and most efficient antisubmarine equipment, *Hartley* joined Escort Squadron 14 in Newport, R.I., for a series of ASW and convoy tactics exercises 28 January 1958. Departing Newport 12 May in company with CortRon 14, CortRon 10, and *Wasp* (CVS–18), *Hartley* deployed to the Mediterranean for operations with the mighty 6th Fleet. During the Lebanese crisis in July she patrolled off the coast of Lebanon as the 6th Fleet acted quickly and effectively to stabilize the tense political situation and to prevent the spread of violence to other parts of the unsettled Middle East. For the next 2 months she continued peace-keeping patrols and ranged the Mediterranean from Turkey to France. She returned to Newport 7 October.

After a series of ASW exercises out of her home port, *Hartley* sailed with CortRon 14 for an extended South American cruise 6 February 1959. American units joined ships from the Brazilian, Argentine, Uruguayan, and Venezuelan navies for intensive ASW training exercises. *Hartley* returned to Newport 5 May 1959 and engaged in further escort and ASW exercises until June 1960, when she entered Monroe Shipyard, Chelsea, Mass., for installation of a new high speed sonar dome. *Hartley* then served as Fleet Sonar School training ship at Key West, Fla., until November 1960.

Antisubmarine exercises out of Newport filled *Hartley*'s schedule for the following 4 years, punctuated by occasional special operations. In October 1961, *Hartley* sailed to Norfolk to work with NASA research teams in improving shipboard recovery and space capsule egress procedures for American astronauts. After another tour with the Sonar School at Key West, *Hartley* prepared for BEAGLE II, a joint Canadian-American exercise which was cancelled because of the Cuban missile crisis in October 1962. In response to the Russian attempt to establish offensive missile bases in Cuba the United States established an effective naval blockade off Cuba. Vigilant American ships helped repulse this threat to world peace; and, operating off the East Coast, *Hartley* provided essential support during one of the most tense and dangerous international situations of the Cold War.

Since 1962, *Hartley* has continued operating in the Atlantic and the Caribbean. In March 1963, she conducted surveillance patrols off Cuba, and during the next 5 months she participated in extensive ASW exercises out of Key West and Newport. Early in September she entered the Boston Naval Shipyard where she underwent overhaul and modification. Equipped with the latest advances in sonar equipment and DASH, *Hartley* resumed duty 27 January 1964. During February and March she trained out of Guantanamo Bay and served at the Sonar School at Key West. Returning to Newport 8 April, she spent the remainder of the year participating in antisubmarine exercises which sent her from the Gulf of Maine to the Straits of Florida.

After conducting surveillance patrols and sonar training out of Key West during the early part of 1965, she was heavily damaged by Norwegian freighter *Blue Master* 16 June. As *Hartley* entered Chesapeake Bay in heavy weather, the merchantman hit the destroyer escort broadside, and her bow almost cut *Hartley* in half. She suffered no casualties but was extensively damaged in the engineering spaces. Prompt and effective rescue and salvage operations kept her from grounding; 19 hours after the collision, she reached Norfolk under tow.

After extensive repairs at Norfolk Navy Yard, *Hartley* returned to Newport early in October. There she resumed antisubmarine operations.

Hartley operated out of Newport along the New England coast and in the Caribbean until she sailed for Northern Europe late in May 1967. After cruising along the Scandinavian coast, she arrived Copenhagen 23 June. She next visited Holy Loch, Scotland, before getting underway 17 July for the Mediterranean, where she became an element of stability in that tense and explosive region so recently disturbed by the war between Israel and Arab States.

Harvard

Harvard, a college founded at Cambridge, Mass., in 1636, was named for John Harvard, a general benefactor. Opened in 1638, Harvard University now includes a large group of graduate and professional schools as well as the college and is one of the world's leading educational institutions.

I

(ScStr: dp. 10,499; l. 585′; b. 63′3″; dr. 29′; s. 20 k.; cpl. 407; a. 8 5″; 8 6-pdrs.)

The first *Harvard*, a schooner-rigged steamship was built in 1888 as *City of New York* by J. & G. Thompson, Clydebank, Scotland, for the Inman Line. Sister ship of *City of Paris*, *City of New York* was one of the largest and best liners of her day, and one of the first steamships with twin screws. She was transferred to American registry under the American Line in 1893 as *New York*. These ships brought the United States to the front rank in the Atlantic passenger trade, and *New York* established the record for the Southampton to New York crossing in September 1893. At the outbreak of the Spanish-American War, *New York* was chartered as an auxiliary cruiser with a civilian crew, commissioning 26 April 1898 at New York, Captain C. S. Cotton in command and renamed *Harvard*.

Assigned as a scout, *Harvard* departed New York 30 April to cruise West Indian waters in search of the Spanish fleet. After sending back several reports on the location of Spanish units in the Caribbean, *Harvard* was blockaded by a larger force at St. Pierre, Martinique, 11–17 May, after which she proceeded to Santiago de Cuba and St. Nicholas Mole, Haiti, with dispatches from Commodore Schley. Interrupting her scouting duties, *Harvard* returned to Newport News, Virginia, 7–26 June, during which time her crew was officially taken into the Naval Service.

Harvard returned to the Caribbean with troops and supplies, arriving at Altares, Cuba, about 1 July. The morning of 3 July she received the electrifying news that the Spanish fleet had sortied. After Rear Admiral Sampson's smashing victory off Santiago, she rescued survivors. Despite the high surf and ammunition explosions from the stricken Spanish ships, *Harvard* succeeded in recovering over 600 officers and men.

No longer needed as a scout in the Caribbean, *Harvard* was sent back to the United States 10 July 1898. She was temporarily turned over to the War Department, and returned to Santiago de Cuba to transport troops back to the United States. *Harvard* arrived at New York 27 August and decommissioned 2 September 1898 at New York Navy Yard.

Reverting to her old name, *New York*, the ship resumed transatlantic service with the American Line until World War I. During this period she underwent extensive conversion in 1903, when one of her three funnels was removed. Again needed in support of American forces abroad, *New York* was chartered by the Navy 9 May 1918 for use as a troop transport. She commissioned as *Plattsburg* 24 May 1918, Commander C. C. Bloch commanding.

Plattsburg made four voyages from New York to Liverpool transporting the AEF to Europe, and after the end of the war made a total of seven voyages, bringing home over 24,000 veterans. She returned to New York after her final crossing 29 August 1919, and was returned to her owners 6 October 1919.

As *New York* the ship once again plied the Atlantic with passengers, but she was no longer a first-class liner, and was withdrawn from service in 1920. Sold to the Polish Navigation Co., she made two more voyages, but the company was soon forced to close down and she was scrapped in 1923.

Harvard, a passenger ship built by Delaware River Shipbuilding Company in 1907, was acquired by the Navy from Pacific Steamship Co. in 1918. She served as *Charles* (*q.v.*). Renamed *Harvard* after her return to private owners in 1920, she served with the Los Angeles Steamship Co. until she was stranded and destroyed north of Point Arguello, Calif., 30 May 1931.

II

(SP–209: dp. 804; l. 243′; b. 32′; dr. 12′6″; s. 12 k.; a. 4 3-pdr.)

The second *Harvard*, a steel yacht, was built as *Eleanor* by Bath Iron Works, Bath, Maine, in 1904 and leased as *Wacouta* by the Navy from G. F. Baker, New York, N.Y., 23 April 1917. *Wacouta* was renamed *Harvard* and commissioned 10 May 1917 at New York, Lt. A. G. Sterling in command.

After being fitted out for overseas service, *Harvard* departed New York 9 June 1917 with a convoy, and arrived at Brest, France, 4 July. She then engaged in patrol duties out of Brest, and on 16 July picked up 59 survivors from the ill-fated British steamship *Trelissick*. *Trelissick* had been torpedoed and sunk 15 July, after having rescued some 30 men from another torpedoed British ship, *Exford*, the day before. *Harvard* returned the survivors from both ships safely to Brest.

Continuing her duties around Brest, *Harvard* performed as a harbor patrol and coastal convoy ship. She assisted the torpedoed merchantman *Texas* 29 November 1917 and searched for survivors of the sinking of *Hundaago*, a Norwegian steamship, 4 August 1918.

Harvard departed for England 21 November 1918 and remained there until June 1919, when she returned to New York via Bermuda. The yacht was decommissioned and turned over to her owner 26 July 1919.

Harveson

Harold Aloysius Harveson, born 7 August 1913 at Lake Charles, La., graduated from the U.S. Naval Academy 3 June 1937. After serving in *Louisville* and on the staff of the Pacific Fleet Scouting Force, Lt. (j.g.) Harveson was assigned to *Utah* 19 August 1941. Operating out of Pearl Harbor, the aged ex-battleship, converted to a target ship, served the fleet as the major antiaircraft training ship, as well as a key to developing carrier air-to-ship attack tactics. During the sneak attack on Pearl Harbor 7 December 1941, the Japanese concentrated much of their strike force on *Utah* in the assumption that she was carrier *Saratoga*. Torpedoed twice early in the attack, she had overturned and sunk by 0812. Like so many of her crew, Lt. Harveson gave his life in the opening moments of World War II.

(DE–316: dp. 1,200; l. 306′; b. 36′7″; dr. 8′7″; s. 21 k.; cpl. 186; a. 3 3″, 2 40mm., 8 20mm., 3 21″ tt., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Edsall*)

Harveson (DE–316) was laid down by Consolidated Steel Corp., Orange, Tex., 9 March 1943; launched 22 May 1943; sponsored by Mrs. T. L. Herlong, mother; and commissioned at Orange 12 October 1943, Lt. Comdr. P. L. Stinson, USCG, in command.

Manned entirely by a Coast Guard crew, *Harveson* completed shakedown out of Bermuda only to be seriously damaged in collison with a merchantman 15 December 1943, on a foggy night off the Virginia Capes. Repairs were completed at Portsmouth, Va., by February 1944, and the destroyer-escort joined Escort Division 22. Departing New York 1 March, *Harveson* escorted a convoy to Londonderry, Ireland, via Halifax. In the next 14 months she escorted nine more convoys carrying vitally needed supplies for the European theatre safely across the dangerous North Atlantic.

When V–E Day came, CortDiv 22 was ordered to the Pacific; and *Harveson* reached Pearl Harbor via the Panama Canal and San Diego 11 July to begin refresher training. *Harveson* was still engaged in tactical training at Pearl Harbor when Japan capitulated, but soon she participated in the occupation of the defeated enemy's homeland. Departing Harbor 3 September, she escorted a convoy LSTs to Japan, where she arrived Sasebo 24 September. During the next few weeks she operated along the coast of Honshu, escorting *Mt. McKinley* (AGC–7) and supporting occupation landings at Wakayama, Hiro, and Nagoya. She departed Yokohama for the United States 4 November and arrived Jacksonville, Fla., in December for duty with the Atlantic Fleet. She decommissioned at Green Cove Springs, Fla., 9 May 1947, and entered the Atlantic Reserve Fleet.

Harveson was towed to the Mare Island Navy Yard in 1950 for conversion to a radar picket ship. She recommissioned at Vallejo, Calif., 12 February 1951, Lt. Comdr. W. S. Slocum III in command; and, as the first of a new class of radar picket ships, she was redesignated DER–316. After intensive tests and vigorous tactical training, *Harveson* joined Escort Squadron 10 at Newport, R.I., 30 May to begin duty as a radar picket ship. While on patrol, the former destroyer escort, outfitted with the most modern radar and early detection warning devices, cruised off the coast of the United States to provide adequate early warning of any enemy attack. From her usual station in the North Atlantic, *Harveson* also sailed to the Caribbean for frequent antisubmarine and tactical exercises.

Departing Newport 15 July 1957, *Harveson* reported for radar picket duty at Pearl Harbor 18 August. There she joined the Barrier Forces, Pacific Fleet, to strengthen America's warning system in the vast and lonely reaches of the Pacific. After almost 3 years of barrier patrols out of Hawaii, *Harveson* steamed to San Francisco for inactivation. She decommissioned 30 June 1960 and joined the Pacific Reserve Fleet, Stockton, Calif. Her name was struck from the Navy List 1 December 1966. She is scheduled to be used as a target.

Harvest

(Bark: t. 314; dr. 15)

Harvest was an old whaler purchased by the Navy at New Bedford, Mass., 21 October 1861 for service in the Stone Fleet, a group of ships sunk in the channels of inlets to several Southern harbors to simplify the Union Navy's task of blockading the Confederacy. *Harvest*, with W. W. Taylor as master, sailed from New Bedford 20 November 1861 and arrived off Savannah, Ga. 4 December. However, the last mention of her in official records states that she was not sunk with the other ships which were scuttled to blockade Savannah but was retained for service as a coal scow.

Harvest Moon

The full moon nearest the autumnal equinox.

(SwStr: t. 546; l. 193′; b. 29′; dr. 8′; s. 15 k.; a. 4 24-pdr. how.)

Harvest Moon, a side-wheel steamer, was built in 1863 at Portland, Maine, and was purchased by Commodore Montgomery from Charles Spear at Boston, Mass., 16 November 1863. She was fitted out for blockade duty at Boston Navy Yard and commissioned 12 February 1864, Acting Lieutenant J. D. Warren in command.

Assigned to the South Atlantic Blockading Squadron, *Harvest Moon* departed Boston 18 February and arrived off Charleston 25 February 1864. Next day Rear Admiral Dahlgren made the steamer his flagship. After putting into Washington Navy Yard for repairs. *Harvest Moon* began her regular blockading duties 7 June 1864 off Charleston. For the next 9 months the steamer served off Tybee Island, the North Edisto River, and Charleston harbor. During this period she also acted as a picket and dispatch vessel as well as Admiral Dahlgren's flagship.

While proceeding in company with tug *Clover* shortly after 0800 on 29 February 1865 *Harvest Moon* struck a torpedo in Winyah Bay, S.C. Admiral Dahlgren, awaiting breakfast in his cabin, saw the bulkhead shatter and explode toward him. The explosion blew a large hole in the ship's hull aft and she sank in 2½ fathoms of water. One man was killed. The Admiral, and the crew, were taken on board *Nipsic*. *Harvest Moon* was stripped of her valuable machinery and abandoned 21 April 1865. In 1963, nearly 100 years later, a project was initiated to raise *Harvest Moon* from the mud at the bottom of Winyah Bay and to restore the ship, but has made little headway.

Harvest Queen

A former name retained.

(SP–1215: dp. 275; l. 152′; b. 36′; dr. 4′9″)

Harvest Queen was originally built in 1857 at Coxsackie, N.Y., and was purchased from her owner, J. N. Breggs, of Coeymans, N.Y., 29 August 1917.

Late in 1917 *Harvest Queen*, an unpowered barge, was fitted out as a barracks ship at Newport, R.I., and was subsequently towed to New London, Conn., March 1919 to act as a barracks ship at the Naval District Base. She was still later towed to Norfolk, Va., and transferred to

USS *Harvest Moon*, Admiral Dahlgren's Flagship

the 9th Naval District, where she served Base 2, Mine Force, as a barracks ship. *Harvest Queen* was transferred to the Coast Guard 28 March 1920.

Harvey

(PF–80: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. k.; cpl. 190; a. 3 3"; cl. *Tacoma;* T. S2–S2–AQ1)

Harvey (PF–80), originally designated PG–188, was built under Maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–80 15 April 1943, renamed *Gold Coast,* and launched 21 September 1943, after being renamed *Labuan* (*q.v.*). She was completed and transferred to the United Kingdom under Lend-Lease 5 February 1944, as part of the 21-ship "Colony" class. She served as a patrol and escort vessel in the English Channel until being returned to the United States 13 May 1946. The frigate was subsequently sold to Heggie Iron & Metal Co., Dorchester, Mass., 9 July 1957 and scrapped.

Harwood

Bruce Lawrence Harwood was born 10 February 1910 at Claremont, Calif., and enlisted in the Navy 6 June 1935. After training as an aviation cadet at Pensacola, he was commissioned Ensign 7 July 1939 and began flying duty with a torpedo plane squadron. Harwood received the Navy Cross for extraordinary heroism 24 August 1942 during the Solomons campaign. Leading his squadron in an unsupported aerial torpedo raid against a Japanese task force, Lieutenant Harwood pressed home the attack through a bursting hail of fire from hostile AA batteries. Under his leadership, the squadron scored one certain and two estimated hits on an enemy aircraft carrier. Harwood was awarded the Gold Star in lieu of a second Navy Cross for extraordinary heroism as squadron commander 20 September–5 October 1942. Leading an attack group of bombers through adverse flying conditions, Lieutenant Harwood located a force of enemy destroyers landing troops and supplies on Guadalcanal. Despite violent maneuvering by the enemy, he and his men scored at least one and probably more hits. On 4 October Harwood led another attack group of torpedo planes against an enemy light cruiser and three DD's. In spite of bad visibility and heavy AA fire, he pressed home the attack, scoring two positive and one possible hit on the cruiser. The following night he and his bombers again sought the enemy and, flying on instruments through a violent tropical storm to Rekata Bay, bombed shore installations there despite fierce opposition from Japanese fighter planes which swarmed to the attack. Appointed Commander 1 July 1944, Harwood was killed 24 October 1944 when *Princeton* received bomb hits which triggered a series of fatal explosions. While serving as air officer in *Princeton,* Commander Harwood had received another Gold Star in lieu of a third Navy Cross.

(DD–861: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 35 k.; cpl. 367; a. 6 5", 4 40mm., 5 21" tt. 1 h.h., 6 dcp., 2 dct.; cl. *Gearing*)

Harwood (DD–861) was launched 22 May 1945 by the Bethlehem Steel Co., San Pedro, Calif.; sponsored by Mrs. Bruce Lawrence Harwood, widow of the late Commander Harwood; and commissioned 28 September 1945, Comdr. Reid P. Fiala in command.

After shakedown along the California coast, *Harwood* joined the 7th Fleet in Chinese waters. In addition to aiding in the occupation of Japan, the destroyer also participated in fleet and antisubmarine exercises before returning to San Diego 21 February 1947. *Harwood* entered the Mare Island shipyard after a second WesPac cruise in January 1949 to be equipped with the latest antisubmarine equipment. Redesignated DDE–861 4 March 1950, the escort destroyer reported to her new home port, Newport, R.I., 11 September 1949 to participate in research on cold weather ASW operations as well as fleet and training exercises. Departing Norfolk in late August, *Harwood* made her first Mediterranean cruise with the 6th Fleet and returned to the States 10 November 1950.

Subsequent years fell into a pattern for *Harwood* as, to maintain her battle readiness and stress America's commitment to the defense of democracy, she engaged in varied training maneuvers and made yearly cruises to the Mediterranean. *Harwood* sailed 4 January 1957 for a 3-month ASW demonstration which took her along the South American coast to Colombia, Ecuador, Peru, Chile, Panama and Cuba. Entering the New York Navy Yard 2 May 1961, *Harwood* underwent a Fleet Rehabilitation and Modernization (FRAM) overhaul. Her bridge was totally reconstructed, new types of torpedo tubes were installed, and the 3-inch antiaircraft guns were removed to accommodate a hangar and launching deck for DASH, an antisubmarine helicopter. Departing the yard 2 February 1962, *Harwood* sailed to her home port, Mayport, Fla., and from there to the Caribbean. When the Cuban crisis erupted in October 1962, *Harwood* was ready and sailed with 4 hours notice to join the blockading fleet "quarantining" the Communist island. Redesignated DD–861 on 1 July 1963, she returned Mayport 2 November.

Harwood sailed for the Mediterranean 6 August and provided ASW service during Exercise "Riptide IV" en route. She transited the Straits of Gibraltar on the 22d for intense periods of AAW, ASW, and BCM exercises in the Med. Returning home 23 December, the destroyer operated along the Atlantic coast until getting under way 31 March 1964 for a brief visit to Brazil. She arrived Annapolis 1 June, embarked midshipmen, and sailed for Europe. She visited Norway, Belgium, France, and England before debarking the "Middies" at Norfolk.

In April 1965 she began overhaul and alterations at Norfolk which turned out to be a major face lifting. On 22 August she returned to Mayport en route to Guatanamo Bay, Cuba, for refresher training. She operated along the coast of the Southern states until departing Mayport 22 July 1966 for the Mediterranean deployment. On this tour she transited the Suez Canal and visited Aden and Kenya before rejoining the 6th Fleet in the Med 2 November.

Harwood returned home 17 December. She operated out of Newport, off the New England coast until sailing for her 10th Mediterranean deployment 29 June 1967. Reaching Rota, Spain, 10 July, *Harwood* soon joined the 6th Fleet, an element of stability in the ancient and volatile sea which had so recently been churned by the Arab war with Israel.

Hase, General W. F., see *General W. F. Hase* (AP–146)

Haskell

Counties in Kansas, Oklahoma, and Texas.

(APA–117: dp. 6,873; l. 455'; b. 62'; dr. 24'; s. 17; cpl. 503; a. 1 5"; cl. *Haskell*)

Haskell (APA–117), a "victory ship" transport type, was launched 13 June 1944 by California Shipbuilding Corp., Wilmington, Calif., under Maritime Commission contract; sponsored by Mrs. W. L. Friedell, wife of the Commandant of the 11th Naval District; and commissioned 11 September 1944, Comdr. A. L. Mare in command.

Following her shakedown cruise, *Haskell* arrived San Francisco 19 October and began loading troops and supplies destined for the Pacific. Underway 28 October, she set course for Finschafen, New Guinea, and arrived 15 November 1944. Four days later the transport anchored at Biak Island to unload her troops, who were to take part in the developing New Guinea offensive.

Haskell sailed via Mios Woendi to Noemfoor Island, 23 November–2 December, where preparations were underway for the important landings at Lingayen Gulf,

Philippines. At staging areas throughout the western Pacific ships such as *Haskell* loaded troops and made practice landings prior to the actual assault. After exercises at Japen Island, *Haskell* departed in convoy for the Philippines 4 January 1945. A part of Rear Admiral Conolly's reinforcement echelon, *Haskell* and the other transports arrived off Lingayen Gulf 11 January, 2 days after the initial landings. *Haskell*'s group escaped attack while sailing the treacherous route through the Philippines. After unloading her troops and cargo, *Haskell* departed the next day, but not before her gunners had shot down their first enemy aircraft during an air raid on the 11th.

The transport sailed to Leyte Gulf 15 January 1945, loaded troops, and took part in a practice landing at Tacloban, Leyte. The ship departed with Rear Admiral Struble's amphibious group 26 January for the Zambales landing north of Subic Bay, Luzon. This unopposed landing was carried out 3 days later and helped to cut off the Bataan Peninsula and hasten the fall of Manila. *Haskell* returned to Leyte Gulf 1 February 1945.

With control of the Philippines secured, *Haskell* was next assigned to the giant Okinawa operation. She completed loading troops and supplies at Leyte 13 March 1945 and after amphibious exercises sailed 27 March for Okinawa. This massive invasion, climax of the Pacific island-hopping campaign, began 1 April. *Haskell* was a member of Rear Admiral Hall's Southern Attack Force, and debarked units of the 7th Division with their equipment during the first waves of the assault. During the first days of the bitter struggle she also served as an emergency hospital ship and cared for many casualties at her off shore anchorage. After unloading her troops and cargo, the transport sailed 6 April for Saipan, Marianas, thus escaping the heavy Japanese air counterattacks so valiantly endured by the ships remaining at Okinawa. Stopping at Saipan only briefly, *Haskell* steamed independently via Eniwetok and Pearl Harbor to San Francisco, where she arrived 1 May.

The ship underwent needed repairs and embarked Navy and Coast Guard personnel for the Pacific and sailed the 23d for Noumea. Arriving 9 June 1945, the ship began a series of transport voyages to various ports in the Pacific, providing men and cargo at Guadalcanal, Eniwetok, and Guam. She arrived Apra Harbor, Guam, 1 July and embarked 83 Japanese prisoners of war for transfer to Pearl Harbor, where she arrived 15 July. From Pearl Harbor *Haskell* sailed to San Francisco 22 July and Seattle 12 August.

While *Haskell* loaded at Seattle the war ended, and she assumed a new role, that of bringing occupation troops to the Pacific and transporting returnees to the United States. She sailed 20 August for Okinawa and after stops at Eniwetok and Ulithi arrived 11 September and unloaded her troops. Soon afterward, 16 September, the ship was forced to put to sea to ride out the giant typhoon which swept the area and after 2 days of grueling heavy weather returned to Okinawa.

Haskell's role was as a transport for over 1,400 allied prisoners of war released from enemy prison camps. These wasted veterans were offloaded at Manila 25 September, and the ship sailed for the United States 1 October with 1,800 members of the Eastern Air Forces. After a stop at Eniwetok *Haskell* arrived San Fransieso 19 October 1945.

As a unit of the "Magic-Carpet" fleet *Haskell* made two more voyages to the Far East during the gigantic task of returning American servicemen to their homes. These passages, to Okinawa and Japan, terminated with *Haskell*'s arrival at Seattle, Wash., 2 February 1946. Designated for return to the Maritime Commission, the ship sailed to Norfolk, Va., via the Panama Canal, and arrived 21 March 1946. *Haskell* decommissioned 22 May 1946 and was returned 2 days later. Placed in the National Defense Reserve Fleet in 1956, *Haskell* was berthed at Wilmington, N.C., until 1965 when she transferred to James River, Va., where she remains.

Haskell received two battle stars for World War II service.

Hassalo

The name *Hassalo* was assigned to a 3,365-ton gun-deck frigate in 1863. Listed in the Naval Register from 1864 to 1866, the screw steamer was never built. Her name was struck from the Naval Register in 1867.

Hassan Bashaw

Dey of the Barbary state of Algiers in the late 18th century.

(Brig: l. 93′2″; b. 27′; dph. 11′6″; a. 22 6-pdrs.)

Hassan Bashaw, a brig, was built for the Dey of Algiers in response to his request in 1797 that two cruisers be outfitted and built in the United States at his expense. As the Dey had been helpful in our negotiations with other Barbary powers, President Adams acquiesced and *Hassan Bashaw* and *Skjoldebrand*, a schooner, were laid down. *Hassan Bashaw* was built by Joshua Humphreys' son, Samuel Humphreys, and incorporated all features of design known to be favored by the Barbary rulers. Her commander was Captain John Smith.

The ship arrived Algiers 8 February 1799 in company with *Skjoldebrand* and other ships carrying tribute to the Dey, who was then Mustapha, Hassen having died a year earlier. The two ships ordered by the former Dey were transferred to Algiers, in addition to two other vessels, a quantity of naval stores, and a sum of money, to insure the safety of American merchant ships from Algerine pirates. *Hassan Bashaw*, a fast and much-admired ship, was later captured by the Portuguese on a passage between Cadiz and Algiers, but was released and used by the Dey as a corsair.

Hassayampa

A river in Arizona.

(AO–145: dp. 11,600 (lt.); l. 655′; b. 86′; dr. 35′; s. 20 k.; cpl. 324; a. 12 3″; cl. *Neosho*)

Hassayampa (AO–145) was launched 12 September 1954 by the New York Shipbuilding Corp., Camden, N.J.; sponsored by Mrs. Jean H. Holloway, wife of Vice Admiral Holloway; and commissioned 19 April 1955, Captain William V. McKaig, in command.

After shakedown along the East Coast, *Hassayampa* transited the Panama Canal and arrived Pearl Harbor 15 July for duty with Service Force, Pacific Fleet. Between July 1955 and May 1958 *Hassayampa* made three deployments to the Western Pacific, providing logistics for our mighty 7th Fleet. In June she joined the 1st Fleet at San Francisco to participate in the celebration of the 50th Anniversary of the cruise of the Great White Fleet around the world. *Hassayampa* resumed her regular duties, returning to Pearl Harbor 16 July.

In September *Hassayampa*, as part of America's flexible power afloat, deployed with the 7th Fleet to prevent invasion of Chinese offshore islands and convoyed Nationalist transports during the Quemoy-Matsu Crisis. Between 1959 and 1961 she made three more deployments to the Western Pacific, continuing her services to the 7th Fleet. In May 1962 *Hassayampa* supported units of the 7th Fleet moving Marines into Thailand to prevent flareup of trouble in Laos.

On 23 January 1963 *Hassayampa* deployed to the Far East to resume duty with the 7th Fleet. Returning to Pearl Harbor 15 June, she underwent a modernization overhaul from October to January 1964. She again sailed for the Western Pacific 12 March. On 31 March she joined a Navy carrier task force out of Subic Bay for operations in the Indian Ocean. Until returning to Subic Bay 16 May she served with the Concord Squadron from

Malaysia to the eastern coast of Africa. She remained in the Far East until mid-September, and during that time she refueled ships off Japan and in the South China Sea. During the Tonkin Gulf crisis in August she provided at-sea logistics support for the always-ready ships of the mighty 7th Fleet. After completing her deployment, the busy fleet oiler arrived Pearl Harbor 29 September.

Resuming Far East duty in April 1965, *Hassayampa* operated in the South China Sea and supported the American effort to thwart Communist aggression in Southeast Asia. She returned to her homeport at Pearl 16 December, thence served as a recovery logistic ship during the "Gemini 8" space shot in mid-March and the "Gemini 9" shot in early June 1966. Sailing again for the Far East 5 June, during the next 5 months she maintained a busy schedule refueling escorts and hardhitting carriers of the 7th Fleet including *Constellation* (CVA–64), *Oriskany* (CVA–34), *Ranger* (CVA–61), *Franklin D. Roosevelt* (CVA–42), *Intrepid* (CVS–11) and *Coral Sea* (CVA–43). During a 2-week period in November she refueled 67 ships; prior to returning to Pearl Harbor 16 December, she had refueled 367 ships in the Western Pacific.

As a fleet oiler, *Hassayampa* operated out of Pearl Harbor into mid-1967 to maintain her peak readiness and efficiency while preparing to further support the 7th Fleet off troubled Southeast Asia.

Haste

Celerity of motion, speed.

(PG–92: dp. 900; l. 205′; b. 33′; dr. 14′7″; s. 16 k.; cpl. 90; a. 2 3″; cl. *Action*)

Haste (PG–92), was one of a group of Canadian corvettes turned over to the Navy and manned by the Coast Guard. She was launched as *Mandrake* (CN–310) by Morton Engineering & Dry Dock Co., Quebec, Canada, 22 August 1942, taken over by the Navy renamed, and commissioned 6 April 1943, Lt. W. A. Dobbs, USCG commanding.

Haste took up regular escort duties following shakedown, making ten voyages to Newfoundland or the Caribbean before November 1944. Small patrol ships such as *Haste* did much to lessen the effect of U-boat patrols on allied commerce during this critical period of the war. During the period November 1944–May 1945 the corvette served on patrol duty for 10-day periods out of New York. After making two more escort voyages to Newfoundland and return, the ship departed New York 2 July for Charleston, where she arrived 3 days later. *Haste* decommissioned 3 October 1945 and was returned to the Maritime Commission.

Hastings

(SwStr: t. 293: l. 173′; b. 34′2″; dph. 5′4″; a. 2 30–pdr., 2 32–pdr., 4 24–jdr.)

Hastings, a small wooden gunboat, was built as *Emma Duncan* in 1860 at Monongahela, Pa., and operated as a river transport out of Cincinnati, Ohio. She was purchased at Cairo, Ill., in March 1863 from J. Bachelor. Fitted out and ready for service in April; her first commanding officer was Acting Master W. N. Griswold. Rear Admiral Porter recommended that her name be changed to *Hastings* 7 April 1863.

One of the group of lightly built steamers which bore the brunt of the war on the Mississippi tributaries, *Hastings* was initially assigned to the Tennessee River. While steaming upriver to report for duty, she received her baptism of fire when attacked by Confederate guerrillas near Green Bottom Bar 24 April. Captain Griswold rounded to and engaged the Confederates for a time, after which they withdrew. The light gunboat was hulled seven times and suffered three casualties in the action. *Hastings* then assumed duty as a convoy ship for Army transports on the Tennessee River. In May she was sent briefly for duty at the mouth of the Yazoo River, but was soon back on the Tennessee. She arrived at Eastport, Miss., 26 October 1863 to assist General Sherman's troops in crossing the river during operations culminating in the Battle of Chattanooga, and steamed to Paducah, Ky., when that city was threatened by Confederate cavalry 8 November. In need of repairs, *Hastings* returned to the Naval Station at Cairo 16 December.

Hastings resumed active patrolling in April 1864, and was detailed to convoy General T. Kilby Smith's transports from Springfield Landing to Grand Ecore, La. Union troops had suffered defeat at the battle of Pleasant Hill, and the land portion of the Red River operation was deemed a failure. Covering the withdrawal of Smith's troops, *Hastings* took part 12 April in an engagement with Confederate cavalry and artillery near Blair's Landing. After a fierce engagement, in which *Hastings* fought at the rear of the transport group, the convoy passed downriver.

As the pace of Confederate attacks in Tennessee heightened, *Hastings* was sent to Fort Pillow, Tenn., to protect it from capture, but was unable to get there in time to help the surrounded city and give assistance to *Tyler*, the only gunboat present. Arriving 14 April, however, *Hastings* shelled the woods in the area of the city. During this period, the veteran gunboat was acting as flagship for the resourceful commander of the 7th District, Mississippi Squadron, Lt. Comdr. S. L. Phelps. Subsequently, she operated in the White River, and in June 1864 cooperated with Major General Frederick Steele in his efforts to corner and defeat Confederate cavalry in the Tennessee and White River areas. *Hastings* patrolled the river, gained intelligence, and convoyed troops in cooperation with the Army.

The gunboat continued her service on the tributaries of the Mississippi until returning to Cairo, Ill., early in 1865. She decommissioned 7 July 1865 and was sold at Mound City, Ill., 17 August 1865 to Henry H. Semmes. *Hastings* was subsequently redocumented *Dora* in October 1865 and served as a river freighter until 1872.

Hastings, Burden R., see *Burden R. Hastings* (DE–19)

Hastwiana

A former Onondaga Indian settlement in what is now Onondaga County, N.Y.

(YTB–512: dp. 325; l. 100′; b. 25′; dr. 9′7″)

Hastwiana (YTB–512), a diesel-powered tug, was launched by Commercial Iron Works, Portland, Oreg., 24 March 1945; and placed in service 26 October 1945.

Hastwiana was assigned to the 13th Naval District, and served in the harbors of that district through 1967. Reclassified YTM–775 in March 1966, at present she is assigned to Puget Sound Naval Shipyard, Bremerton, Wash.

Hatak

A Choctaw chief.

(YTB–219: dp. 410; l. 110′; b. 26′5″; dr. 11′4″; s. 12 k.)

Hatak (YTB–219), a wooden tug, was originally designated YT–219 and built by Greenpoint Basin & Construction Co., Long Island; launched 22 July 1944, Mrs. B. L. Lea as sponsor; and placed in service as YTB–219, 18 December 1944.

After fitting out at New York Navy Yard, *Hatak* proceeded to report to the 5th Naval District for duty in January 1945. She remained in the Norfolk area as a tugboat until struck from the Navy List 27 June 1957.

Hatfield

John Hatfield was appointed Midshipman 18 June 1812 upon the outbreak of war. He volunteered for duty

under Commodore Isaac Chauncey on Lake Ontario where he served in *Lady of the Lake*. Midshipman Hatfield was killed during the attack on York, Canada, 27 April 1813.

(DD–231: dp. 1,190; l. 314'5"; b. 31'8"; dr. 9'3"; s. 35 k.; cpl. 101; a. 4 5", 1 3", 12 21" tt.; cl. *Clemson*)

Hatfield (DD–231) was launched 17 March 1919 by New York Shipbuilding Corp., Camden, N.J.; sponsored by Mrs. J. Edmond Haugh; and commissioned 16 April 1920, Lt. N. Vytlacil in command.

After training cruises during the summer, *Hatfield* sailed from Brooklyn 6 September 1920 for Key West, Fla., and continued her exercises along the Atlantic coast for the remainder of 1920. From 4 January 1921 to 24 April she operated in the Caribbean. *Hatfield* returned to Hampton Roads in time for a review of the fleet by President Harding 28 April. She continued maneuvers until 7 November, when she was assigned to the 14th squadron of the Atlantic Fleet.

During early 1922, *Hatfield* operated from Charleston, and on 2 October departed for the Mediterranean to join the U.S. detachment in Turkish waters where she remained on patrol duty until 31 July 1923, visiting many ports including Smyrna, Jaffa, Bierut, Rhodes, and Varna.

Upon return to New York 11 August 1923 she was assigned to the U.S. Scouting Fleet. For the next 7 years *Hatfield* maneuvered and drilled along the East Coast, Cuba, Central America, and the Gulf of Mexico. On 15 January 1928 her squadron accompanied President Coolidge to Cuba and Haiti for the Pan-American Conference. In November 1930 she sailed for Philadelphia where she decommissioned 13 January 1931.

On 1 April 1932 she was placed in rotating reserve commission and departed 29 June for San Diego, her new home port. She operated out of San Diego until 27 April 1936 when she departed for a cruise that took her to Spain, France, Italy, and Algiers. She sailed for America 9 November 1937 and arrived Charleston in mid-December. *Hatfield* decommissioned 28 April 1938 after 4 months of operations along the East Coast.

She once again recommissioned 25 September 1939 and was assigned to the Neutrality Patrol until August 1940. *Hatfield* departed 2 August for the West Coast and was assigned to the defense force of the 13th Naval District. She operated in this area until 11 December 1941 when she sailed for patrol duty in Alaskan waters. In the uncertain early months of the Pacific war, *Hatfield* convoyed merchant ships to Alaskan ports, helping to carry the supplies necessary to establish bases in the North. She continued this vital duty in the bleak and dangerous northern waters until 13 March 1944, when she returned to Seattle.

Hatfield performed antisubmarine duties off Seattle until August and entered Puget Sound Navy Yard in September for conversion to a target-towing vessel. Redesignated AG–84, 1 October 1944, she took up her new duties 25 October at Seattle. For the remainder of her commissioned service, *Hatfield* operated out of Port Angeles Wash., and San Diego, towing targets for aircraft bombing practice. In this way she helped to contribute to the victories which carrier air power won in the Pacific. She also spent a short time as an underway training ship off San Diego before arriving Bremerton, Wash., 12 November 1946. *Hatfield* decommissioned 13 December 1946, ending 26 years of service, and was sold for scrap to National Metal & Steel Corp., Terminal Island, Calif.

Hatteras

An inlet on the coast of North Carolina.

I

(SwStr: d. 1,126 t.; l. 210'; dr. 18'; s. 8 k.; cpl. 126.; a. 4 32-pdrs., 1 20-pdr.)

The first *Hatteras*, formerly *St. Mary*, was purchased by the Navy from Harland and Hollingsworth of Wilmington, Del., on 25 September 1861. She was fitted out at the Philadelphia Navy Yard and commissioned in October 1861, Comdr. George F. Emmons in command.

Hatteras sailed for Key West on 5 November 1861, arriving there 13 November to join the South Atlantic Blockading Squadron which was destined to choke off the South's economic lifeline. After blockade duty off Apalachicola, Fla., she was reassigned to Cedar Keys, Fla., reaching there 7 January 1862. Nine days later *Hatteras* made a highly successful raid on the Cedar Keys harbor, burning seven small would-be blockade runners loaded with turpentine and cotton, the Florida Railroad wharf (an important Southern railroad terminus), several flatcars, and various buildings. To cap this day's work, *Hatteras* also captured 14 of the 22-man garrison stationed there, and their commanding officer. Such unceasing attack from the sea on any point of her long coastline and inland waterways cost the South sorely in losses, economic disruption, and dispersion of strength of defense.

After this exploit, *Hatteras* was transferred to the Gulf Blockading Squadron and arrived off Berwick, La., 26 January. The next day she engaged CSS *Mobile* but failed to do any serious damage when the light-draft ship withdrew to the safety of shallow water. Nevertheless the Gulf proved to be a profitable hunting ground for *Hatteras*, as, in less than a year, she captured seven blockade runners with assorted cargoes of cotton, sugar, and other goods the South was desperately striving to export. These captures netted *Hatteras*, among other things, some 534 bales of valuable cotton. Commander Emmons stationed four of his own men on board one prize, 20-ton sloop *Poody*, and, rechristening her *Hatteras Jr.*, turned the erstwhile blockade runner into a unit of the Gulf Blockading Squadron. Other Confederate ships taken as prizes by *Hatteras* included: steamer *Indian No. 2*, schooner *Magnolia*, steamer *Governor A. Mouton*, schooner *Sarah*, sloop *Elizabeth*, and brig *Josephine*. The majority of these ships were captured off Vermillion Bay, La., as they ran toward either Havana or the Sabine River area of Texas.

However, *Hatteras'* illustrious blockading career was cut short in early 1863 not long after she was ordered to joint the squadron under Real Admiral David Farragut, who was attempting to retake the key Texas port of Galveston. Under a new skipper, Comdr. Homer C. Blake, who had relieved Captain Emmons in November 1862, *Hatteras* joined Farragut's squadron off Galveston on 6 January 1863.

As the blockading fleet lay to off the coast near Galveston on the afternoon of 11 January 1863, a set of sails was sighted just over the horizon and *Hatteras* was ordered to give chase. She took off in pursuit of the strange ship at about 3 p.m. and for the next 4 hours followed her closer and closer into shore. Finally, as dusk was falling, *Hatteras* came within hailing distance of the square-rigged ship. Commander Blake demanded to know her identity. "HBMS *Spitfire*," came the reply. Still suspicious, Blake ordered one of *Hatteras'* boats to inspect this "Britisher." Scarcely had the boat pulled away from *Hatteras* than a new reply to Blake's question rang through the night. "We're the CSS *Alabama*." With this, the famed Confederate raider commanded by Raphael Semmes broke the Stars and Bars and began raking *Hatteras* with her guns. Through the gloom, for about 20 minutes, the two ships exchanged heavy fire at distances ranging from 25 to 200 yards. The flashes of the guns and their rumbling were heard in the Union squadron some 16 miles away, and the cruiser *Brooklyn* was dispatched to investigate and render aid if necessary.

But *Hatteras* had already been badly holed in two places by the rebel raider and was on fire and beginning to sink. Captain Blake ordered the magazines flooded to prevent explosion and reluctantly fired a single bow gun, indicating surrender and a need for assistance. *Alabama* promptly sent over her boats to help remove *Hatteras'* crew, and the last boatload of men had barely pulled away when the Union blockader sank, some 45 minutes from the beginning of the action. Of *Hatteras'* crew of 126, 2 had been killed and 5 wounded; 6 had escaped back

to the squadron in the boat originally sent out to board and investigate "HBMS *Spitfire;*" and the remainder, including Captain Blake, were taken to Port Royal, Jamaica, and from there paroled back to the United States. *Alabama* suffered 2 wounded.

When *Brooklyn* reached the site of the battle early the following morning, she found the hulk of *Hatteras* upright in some 9½ fathoms of water about 20 miles south of Galveston Light. Only *Hatteras'* masts reached out of water, and from the topmast the U.S. Navy pendant was still whipping in the breeze. Even in defeat the gallant blockader had not struck her colors.

II

(Str: dp. 10,505; l. 377'; b. 52'; dr. 23'10''; s. 10 k.)

The second *Hatteras* was built in 1917 for the Cunard Line by the Bethlehem Shipping Corp. of Sparrow's Point, Md. Acquired by the Navy for the war effort, she commissioned 23 October 1917, Lt. Comdr. W. K. Martin in command.

After loading cargo, mainly iron, in Maryland, *Hatteras* joined a convoy at Norfolk and sailed for France on 26 January 1918. On 4 February the convoy ran into a severe North Atlantic storm, and *Hatteras'* steering gear broke down completely. The disabled ship headed back to Boston using a jury-rigged steering system arriving 11 days later. On 6 March she sailed again for France via Halifax, but 11 days later ran into another severe storm, and, once again, broken steering gear forced her to turn back to Boston.

On 9 April *Hatteras* sailed for France for the third time, this time through relatively calm seas, and arrived in Nantes on the 30th. Cargo successfully discharged, she returned to Baltimore on 23 May. Thereafter she made four more Atlantic crossings, one to Nantes and three to Bordeaux, finally returning to New York 19 March 1919. *Hatteras* decommissioned there on 8 April 1919 and the same day was returned to the USSB, which retained her until she was abandoned in 1938.

Hatteras (AVP–42), a *Barnegat*-class seaplane tender under construction by Lake Washington Shipyard, Houghton, Wash., was cancelled 22 April 1943.

Hauoli

Hawaiian word meaning "delight."

(SP–249: dp. 299; l. 211'; b. 22'; dr. 8'; s. 19 k.; 1 6-pdr.)

Hauoli, a steam yacht, was built in 1903 by Robbins Drydock Co., Brooklyn, N.Y., and purchased by the Navy as *California* in August 1917 from her owner, Clara B. Stocker, of New York. After fitting out, she commissioned at New York Navy Yard 24 December 1917, Lt. (j.g.) W. Applebye-Robinson, USNRF, commanding. Her name was changed back to the original *Hauoli* 18 February 1918.

Hauoli spent the first year of her service as a patrol vessel in New York Harbor. She patrolled outside the harbor also, and occasionally carried passengers to and from convoys. The yacht was transferred to special duty 28 January 1919 and assigned to the experimental use of Thomas A. Edison for ASW studies. Edison installed listening devices in *Hauoli* and carried out tests in and around New York harbor. Before demobilization cut short the experiments with *Hauoli*, she was withdrawn from that service and decommissioned 8 October 1919, and later sold to Denton Shore Lumber Co., Tampa, Fla., 7 September 1920.

Haven

A place of refuge.

(AH–12: dp. 11,141; l. 520'; b. 71'6''; dr. 24'; s. 18 k.; cpl. 564; cl. *Haven;* T. C4–S–B2)

Haven (AH–12), formerly *Marine Hawk*, was launched under Maritime Commission contract by Sun Shipbuilding & Drydock Corp., Chester, Pa., 24 June 1944; sponsored by Mrs. E. Lang; acquired and placed in service 15–19 June 1944 for transportation to her conversion yard, Todd-Erie Shipyard, Brooklyn. Upon completion of her conversion to Navy use, she commissioned 5 May 1945, Captain T. T. Patterson in command.

Following shakedown training, the hospital ship sailed 14 June via the Panama Canal for the Pacific Theater, where the war was reaching its climax. Reaching Pearl Harbor 6 July the ship brought patients on board for return to San Francisco. After returning to Hawaii 11 August, just prior to the Japanese surrender, *Haven* sailed to Okinawa and Nagasaki. She arrived off the destroyed Japanese city 11 September and brought on board a group of allied ex-prisoners of war, some of them suffering from the effects of the atomic blast. During the remainder of 1945 the ship was engaged in transporting patients from Guam, Saipan, and Pearl Harbor to San Francisco, arriving after her second long voyage 31 January 1946.

At San Francisco *Haven* took on radiological equipment and scientific researchers in preparation for the forthcoming atomic tests in the Pacific, Operation Crossroads. She sailed 29 May for Pearl Harbor and arrived Bikini Atoll 12 June 1946, operating temporarily as APH–112. The ship remained in the test area supervising the medical aspects of the experiments throughout the operation, and arrived Kwajalein 26 August to assist in the inspection of the test ships.

Haven departed 10 October for Pearl Harbor and the United States, and upon her arrival and decontamination was assigned once again to transport troops from the Pacific outposts to California as AH–12. This important duty occupied her until February 1947, when she reported to San Diego and decommissioned 1 July. *Haven* entered the Pacific Reserve Fleet, San Diego group.

With the outbreak of the Korean War, hospital ships were desperately needed. Following the sinking of sister ship *Benevolence* off fog-bound San Francisco in August 1950, *Haven* was taken out of reserve and commissioned 15 September 1950. She sailed 25 September via Pearl Harbor for Inchon, Korea, site of one of the most audacious and skillful amphibious operations in history. The hospital ship remained off Inchon caring for casualties until 6 January 1951, when the attacking Chinese Communists forced her to move further south. She steamed via Pusan to Sasebo, Japan.

Haven returned to Pusan 5 February to care for battle casualties, and after another voyage to Inchon remained at Pusan until she sailed for the United States arriving San Francisco 30 October 1951. Eager to get back into action, however, she began her second tour of Korean duty 7 January 1952. She operated off Inchon and Pusan during the months that followed, receiving many of her patients by helicopter directly from the front lines. *Haven* sailed again for the United States 16 September 1952, and, after the installation of a new flight deck to facilitate helicopter evacuation of patients, once more steamed out of San Diego 24 January 1953. She returned to her regular station in Inchon harbor where during the next 7 months she treated almost 3,000 patients.

The veteran hospital ship sailed for the United States 20 August 1953, and, after her arrival at San Francisco 3 September, operated off the coast of California. She began her fourth tour of duty in Korea 4 January 1954, arriving Inchon 7 February to provide regular medical care for troops. *Haven* also made occasional visits to Japan; and on 1 September with Korea in a state of uneasy truce, she was ordered to French Indochina, arriving Saigon 9 September. There she brought French troops on board as Viet Nam was partitioned and the French army withdrawn. *Haven* sailed to Oran and Marseille in October to disembark the soldiers, and completing her round-the-world voyage arrived Long Beach via the Panama Canal 1 November 1954.

Haven took part in fleet maneuvers and provided hospital services for sailors through 1955 and 1956 and decommissioned at Long Beach 30 June 1957. She was placed in an "In Reserve, In Service" status, and remained moored at Long Beach providing medical services to the Pacific Fleet until 1 March 1967 when she was struck from the Navy List. *Haven* was returned to the Maritime Administration 5 June 1967 and is at present berthed in the National Defense Reserve Fleet at Suisun Bay, Calif.

Haven received nine battle stars for Korean War service.

Haverfield

James Wallace Haverfield was born 11 April 1917 in Urichsville, Ohio. After receiving his B.A. from Ohio State University in 1939, Haverfield enlisted in the Naval Reserve as an apprentice seaman 11 September 1940. He accepted an appointment as a midshipman 16 March 1941 and after completing his training at Northwestern University, was commissioned Ensign 12 June 1941. Ensign Harverfield reported to the battleship *Arizona* at Pearl Harbor 28 June, and remained there. During the Japanese attack on Pearl Harbor 7 December 1941, Ensign James Haverfield was one of 46 officers and 1,057 men of *Arizona* lost when the valiant ship was sunk by the enemy.

(DE–393: dp. 1,200; l. 306′; b. 36′7″; dr. 8′7″; s. 21 k.; cpl. 186; a. 3 3″, 2 40mm., 8 20mm., 3 21″ tt., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Edsall*)

Haverfield (DE–393) was launched 30 August 1943 by Brown Shipbuilding Co., Houston; sponsored by Mrs. Tracy Haverfield, mother of Ensign Haverfield; and commissioned 29 November, Lt. Comdr. Jerry A. Matthews in command.

After shakedown in the Caribbean, *Haverfield* joined escort carrier *Bogue*'s hunter-killer group in patrolling Atlantic convoy lanes in search of marauding German U-boats. Departing Norfolk 26 February 1944, the hunter-killer group, aided by a Canadian corvette and British aircraft, sank *U–575* on the 23rd of March. With some seven survivors of the Nazi submarine aboard, *Haverfield* continued her patrol to Casablanca, where she reported to Commander Moroccan Sea Frontier and turned over the German prisoners 18 March. After returning to Norfolk, *Haverfield* sailed on her second offensive combat cruise with the *Bogue* group 5 May. Operating with another HUK group under *Block Island*, the *Bogue* force sank *RO–501*, ex*U–1224*, at 18°08′ N., 33°13′ W. 13 May as the former German ship was heading for her new home in Japan.

Reaching Casablanca 29 May, *Haverfield* was ordered out that same night to render emergency assistance to survivors of carrier *Block Island*, sunk by a German torpedo off the Canary Islands. *Haverfield* rescued one of six *Block Island* fighter pilots who had been aloft when the carrier sank, but a long search failed to locate the remaining five men. After this, *Haverfield* continued to operate until the European War ended in May 1945 on trans-Atlantic HUK missions as well as on patrol along the icy Great Barrier. When all German U–boats still at sea had been accounted for, the destroyer-escort underwent a Boston overhaul; and, after intensive training in Cuban waters, sailed for the Pacific 19 July to be ready for the invasion of Japan. Reaching Pearl Harbor via the Panama Canal and San Diego 1 August, *Haverfield* was there when the war ended in mid-August and at the end of the month assumed convoy escort duty from Saipan to Okinawa. She patrolled the China coast and then streamed her homeward-bound pennant, reaching Boston 15 February 1946. *Haverfield* sailed to Green Cove Springs, Fla., 25 March 1946, decommissioned and went into reserve 30 June 1947.

Reclassified DER–393 in September 1954, *Haverfield* was converted to a radar picket ship at the Philadelphia Navy Yard and recommissioned there 4 January 1955. Fitted with the latest electronic detection equipment and with 50 tons of ballast in her keel to compensate for the topside weight of the new radar antennae, *Haverfield* trained off the East Coast and then reported to her new home port, Seattle, via the Panama Canal and San Deigo 23 July. *Haverfield* served as flagship of the newly cre-

USS *Haven* (AH–12) off Korea in 1952

ated CortRon 5 in addition to regular radar picket patrol off the Pacific coast. After 5 years of this duty, she reported to Pearl Harbor 10 April 1959 for similar employment along the Pacific Barrier. Departing Pearl Harbor 16 May 1960, *Haverfield* sailed to a new homeport, Guam, to make surveillance of the Trust Territory Islands and to ensure the safety and welfare of the islanders.

After participating in Operation Cosmos, which provided navigational aids for and was prepared to render emergency assistance to President Dwight Elsenhower's plane as the Chief Executive crossed the Pacific on a good will tour, *Haverfield* operated with the famed bathyscaphe *Trieste* as it descended the Marianas Trench to a near-record dive of 19,300 feet 30 June 1960.

Following her support of this scientific endeavor, *Haverfield* conducted antisubmarine and search and rescue patrols among the Bonins, the Marianas, and the Caroline Islands. For almost 5 years she served primarily in the Trust Territory of the Pacific, though twice she deployed to the Far East. Steaming to Japan in October 1960, she became the first radar picket escort ship to operate with the 7th Fleet in the Western Pacific. In mid-October 1961 she returned to the Far East; and, upon relieving *John R. Craig* (DD–885) on patrol in the Formosa Strait, she became the first of her type to join in this important peace-keeping operation. She continued intermittent patrols off Taiwan until 10 January 1962 when she steamed via Japan to resume patrol duty out of Guam. In November Typhoon Karen left widespread destruction on Guam; and *Haverfield*, the first ship to return to the storm-wracked Apra harbor, provided valuable supplies and services.

Haverfield returned to Pearl Harbor March 1965 and, after joining Escort Squaron 5, sailed 19 June for duty off South Vietnam. There she participated in "Market Time" patrols to guard against Infiltration of North Vietnamese troops and supplies by sea. She served "Market Time" for 7 months, then returned Pearl Harbor 2 February 1966. Departing for the Far East 23 May, she resumed "Market Time" operations 9 June. Eleven days later she participated in the most significant action of the operation up to that time.

A 100-foot, steel-hulled North Vietnamese trawler, attempting to infiltrate "Market Time" patrols with a large cargo of arms and ammunition for the Viet Cong, was detected by U.S. Coast Guard cutter *Point League* near the mouth of the Co Chien River in the Mekong Delta. A chase and fire fight followed, during which the cutter forced the enemy trawler aground. The enemy abandoned the burning ship; after wiping out enemy shore resistance, "Market Time" units, including *Haverfield*, sent volunteers on board to fight fires and salvage the captured cargo. While American and South Vietnamese teams extinguished the fires, other volunteers offloaded almost 80 tons of ammunition and arms, including mortars, recoilless rifles, machineguns, and antitank weapons. This represented the largest seizure of the "Market Time" operation and thwarted a determined attempt by the North Vietnamese to supply Viet Cong.

Haverfield continued "Market Time" patrols during the next 5 months. In addition she provided gunfire support 6 September against a enemy on Phu Quoc Island, South Vietnam. She returned to Pearl Harbor 6 December, remained there until late April 1967, and then resumed patrol duty off South Vietnam.

For her participation in World War II, *Haverfield* was awarded one battle star as well as the Presidential Unit Citation for her antisubmarine work in the Atlantic.

Havre

A city in northern Montana.

(PCE–877: dp. 640; l. 185′; b. 33′; dr. 9′; s. 15 k.; cpl. 99; a. 1 3″, 3 40mm., 5 20mm., 4 dcp., 1 dcp. (h.h.), 2 dct.; cl. *PCE–842*)

PCE–877 was laid down by Albina Engine & Machine Works, Portland, Oreg., 6 May 1943; launched 11 August; sponsored by Miss Marjory Wooton; and commissioned 14 February 1944, Lt. Coleman H. Smith in command.

After shakedown off San Diego *PCE–877* sailed for Hawaii arriving Pearl Harbor 19 September for conversion to an amphibious force control ship. Following her conversion and training for her new assignment, *PCE–877* departed Peal Harbor 22 January 1945, reaching Eniwetok 3 February. Proceeding to Saipan, she joined the Iwo Jima invasion force and was enroute to the Japanese held volcano fortress on the 15th. Four days later the converted sub chaser arrived in the transport area where she directed and controlled landing craft on their approach to the beaches. Following the initial assault she patrolled off the island, performing rescue and salvage operations.

With Iwo Jima secured, *PCE–877* steamed to Leyte to prepare for the next major campaign, invasion of Okinawa. In late March the largest amphibious force of the Pacific war steamed to the Ryukyu Islands. American troops hit the beaches 1 April and *PCE–877* once again assumed attack station to screen and direct landing ships on their approach to shore. Under frequent enemy air attack, she remained off Okinawa for 2 weeks giving support to the troops. Following a short overhaul at Ulithi, *PCE–877* resumed operations off Okinawa in mid May. On 28 May she came under Japanese air attack while assisting *LCS–119*, which had been demolished by a suicide plane. During this encounter she aided in splashing an enemy plane and recovered sixty-one survivors from the stricken ship. For the rest of the war she performed patrol off Okinawa and amphibious training in the Philippines. Reclassified *PCE(C)–877* on 20 August, she sailed 6 days later to escort a transport convoy enroute to Tokyo.

PCE(C)–877 returned to the United States early in 1946, arriving Charleston, S.C., in February. From 1946 to April 1954 she was attached to Amphibious Control Squadron 2 and engaged in exercises in the North Atlantic, Chesapeake Bay, and the Caribbean.

During April 1954 she sailed to the Great Lakes where she became a Naval Reserve Training Ship in the 9th Naval District. Here she was again reclassified *PCE–877*, 27 October 1955, and was named *Havre* 15 February 1956. For the next 10 years *Havre* operated throughout the Great Lakes, engaging in 2-week cruises which provided valuable training for Naval Reservists, including ASW exercises.

At present *Havre* continues operations in 1967 out of her home port Great Lakes, Ill.

PCE–877 received two battle stars for World War II service.

Hawaii

An American island territory in the Pacific, later the 50th State.

(CB–3: dp. 27,500; l. 808′6″; b. 90′10″; dr. 27′1″ s. 33 k.; a. 9 12″ planned; cl. *Alaska*)

Hawaii (CB–3) was launched 3 November 1945 by New York Shipbuilding Corp., Camden, N.J.; sponsored by Mrs. Joseph R. Farrington, wife of the delegate from the Territory of Hawaii. One of a projected class of six battle cruiser type ships, of which only two were completed, *Hawaii* and her sisters were designed to cope with the large German "pocket battleships" and Japanese armored cruisers. Due to the reduction in defense expenditures after World War II, her construction was suspended. In September 1947 she stood 84 percent complete. For a time it was planned that *Hawaii* should be converted to the Navy's first guided missile ship, but she remained in the Atlantic Reserve Fleet. Her classification was changed to large command ship, CBC–1, 26 February 1952 when conversion was again contemplated; but she reverted to her original classification 9 October 1954 and was sold for scrap to Boston Metals Co., Baltimore, Md., in 1959 after being struck from the Navy List 9 June 1958.

Hawaiian

(NOTS: dp. 12,000; l. 406'9"; b. 51'1"; dr. 26'1"; s. 11 k.; cpl. 97)

Hawaiian was built by the Delaware River Shipbuilding Co., Chester, Pa., and launched in November 1900, Mrs. W. C. Sproul, wife of the United States Senator from Pennsylvania and daughter of the founder of the shipyard, sponsor. The cargo vessel was acquired by the Navy from her owner, the American-Hawaiian Steamship Line, and commissioned on 10 August 1918 at Hoboken, N.J., Lt. Comdr. L. A. Carlisle in command.

Taking aboard cargo at New York, *Hawaiian* sailed for Bassens, France, on 17 August, arriving there 3 September. After discharging her cargo there, she returned to New York on 28 September. *Hawaiian* sailed for Europe again on 11 October. On 26 October, only one day out of Gibraltar, she rammed the British steamer *Larchgrove* amidships, sinking her almost immediately. *Hawaiian*, badly holed in the bows and shipping water, limped into Gibraltar the following day with 16 survivors of the British steamer on board. After temporary repairs had been effected, *Hawaiian* continued on to Marseilles, arriving there 12 November to discharge cargo. She then returned to the United States via Gibraltar, arriving at New York on 15 December.

Hawaiian stayed in drydock at New York until 21 March 1919, when she decommissioned and was returned to her former owners.

Hawaiian Merchant, see *Euryale* (AS–22)

Hawaiian Packer, see *Delta* (AK–29)

Hawaiian Planter, see *Briareus* (AR–12)

Hawaiian Standard, see *YO–53*

Hawk

A bird of prey related to the falcon family, noted for its swiftness and grace in flight.

I

(IX–14: dp. 545; l. 145'; b. 22'; dr. 11'; s. 14 k.; cpl. 47; a. 1 3-pdr., 2 1-pdr.)

The first *Hawk* (IX–14) was a converted yacht built as *Hermione* by Fleming & Ferguson, Paisley, Scotland, in 1891; purchased by the Navy 2 April 1898 and renamed *Hawk;* and commissioned 3 days later, Lt. J. Hood in command.

Hawk sailed from Key West in late April 1898 to join the North Atlantic Squadron in blockading Cuba during the Spanish-American War. On 23 May she accompanied Admiral Sampson's flagship *New York* out from Key West. Two weeks later she attacked and destroyed enemy ship *Alphonso XII*, which carried cargo for Cuba. In late summer she departed for Norfolk where she decommissioned 14 September 1898.

Recommissioned in 1900, she was loaned to the Ohio Naval Militia where she served for 9 years. On 3 August 1909 *Hawk* was transferred to the Naval Militia of New York, and served for 10 years in the Buffalo area. She decommissioned 21 May 1919 and joined the Reserve Fleet. She was designated IX–14 on 1 July 1921.

Hawk once again recommissioned 16 April 1922 and was assigned to the 9th Naval District. She operated in the Great Lakes area for the duration of her service. She decommissioned 14 February 1940 and was sold 25 February to the Indiana Salvage Co., Michigan City, Ind.

II

(AM–133; dp. 590; l. 147'; b. 26'; dr. 13'; s. 12 k.; a. 2 6-pdrs.)

The second *Hawk* (AM–133), a converted trawler, was built in 1937 as *Gale* by the Bethlehem Shipbuilding Co., Quincy, Mass.; acquired by the Navy 1 January 1942 from her owner, General Sea Foods Corp., Boston; converted to a minesweeper at Bethlehem Steel's Atlantic Yard, and commissioned 23 May 1942, Lt. J. W. Lowes in command.

Hawk was assigned to the 1st Naval District and was based at the Boston Section Base. She performed general minesweeping duties near Boston and in mid-1943 was assigned to the Northern Ship Lane Patrol. *Hawk* decommissioned 1 May 1944 and was sold.

III

(YMS–362: dp. 245 t.; l. 136'; b. 22'9"; dr. 6'3"; s. 14.5 k., a. 1 3")

The third *Hawk* (YMS–362) was launched as *YMS–362* by Robert Jacob, Inc., City Island, Bronx, N.Y., 22 May 1943; sponsored by Miss Marilyn Miller; commissioned 4 October, Lt. J. W. Starbuck, Jr., in command.

YMS–362 spent its first year of commissioned life in training on the eastern coast of the United States. She departed Norfolk, Va., and the Atlantic Fleet 19 October 1944, and arrived at Pearl Harbor 25 November for war duty. She swept mines in support of the invasion of Iwo Jima 17 February 1945, destroying two enemy machine gun emplacements ashore as the invasion began. Her minesweeping patrols continued around the Japanese home islands until 28 December, when *YMS–362* began passage for her return to Charleston, S.C., arriving in late May 1946.

After overhaul and refitting, she took up duties with the Atlantic Fleet as a unit attached to the U.S. Naval Minecraft Base at Charleston. During a second refitting, on 17 February 1947 *YMS–362* was renamed and redesignated *Hawk* (AMS–17). Reclassified a second time as MSC (O)–17 on 7 February 1955, *Hawk* continued her service as a minesweeping training ship until she was struck from the Naval Register 17 October 1957.

Hawk received four battle stars for her service in World War II.

Hawk (AM–400), under construction by Defoe Shipbuilding Co., Bay City, Mich., was cancelled 12 August 1945.

Hawk, see *YT–213*

Hawkbill

A large sea turtle.

(SS–366: dp. 1,526: l. 311'9"; b. 27'3"; dr. 15'33"; s. 20 k.; cpl. 66; a. 10 tt., 1 5", 1 40mm., 1 20mm.; cl. *Balao*)

Hawkbill (SS–366) was launched by Manitowoc Shipbuilding Co., Manitowoc, Wis. 9 January 1944; sponsored by Mrs. F. W. Scanland, Jr., and commissioned 17 May 1944, Lt. Comdr. F. W. Scanland, Jr., in command.

Following a period of training on the Great Lakes, the submarine departed 1 June 1944 from Manitowoc to begin the long journey down the Illinois River and finally by barge down the Mississippi. She arrived New Orleans 10 June and, after combat loading, sailed 16 June for training out of the submarine base, Balboa, Canal Zone. With this vital training completed, she arrived Pearl Harbor 28 July for final preparations before her first war patrol.

Departing 23 August, the submarine steamed via Saipan to her patrol area in the Philippine Islands in company with *Baya* and *Becuna*. In October *Hawkbill* shifted patrol to the South China Sea and, while approaching two carriers 7 October, was forced down by violent depth charging by Japanese destroyers. Two days later she attacked a 12-ship convoy with *Becuna*, damaging several

of the ships. *Hawkbill* transited heavily patrolled Lombok Strait 14 October, and terminated her first patrol at Fremantle, Australia on the 17th.

In company with *Becuna* and *Flasher*, the submarine departed for her second patrol 15 November bound for the area north of the Malay Barrier. She encountered a convoy 15 December and sank destroyer *Momo* with six well-placed torpedoes during a night attack. Finding few contacts—a testament to the effectiveness of the American submarines—*Hawkbill* headed once more for Lombok Strait. This time she was sighted by a patrol craft, but cleverly maneuvered into a rain squall. The submarine was then fired upon by shore batteries before passing out of range. *Hawkbill* returned to Fremantle 5 January 1945.

On her third war patrol beginning 5 February, the submarine returned to Lombok Strait to turn the tables on her former pursuers. Her torpedoes sank two submarine chasers 14 February, and she added some small craft before turning for the South China Sea. *Hawkbill* detected a convoy 20 February; after engaging one escort with gunfire, she sank 5,400-ton cargo ship *Daizen Maru* with a spread of torpedoes. The rest of her patrol brought no targets; she arrived Fremantle 6 April 1945.

Departing on her fourth patrol 5 May, *Hawkbill* served on lifeguard station for a B–24 strike on the Kangean Islands north of fabled Bali. She arrived 16 May on her patrol station off the coast of Malaya, and soon afterward encountered minelayer *Hatsutaka* heading south along the coast. She attacked and obtained two hits, causing severe damage. The ship was observed next morning being towed to the beach. At a range of almost 5,000 yards, *Hawkbill* fired three more torpedoes into the shallow waters and broke the ship in half, sinking a familiar enemy of submarines operating on the Malayan coast. After further patrol off Malaya and in the Gulf of Siam, she arrived Subic Bay 18 June 1945.

Hawkbill departed for her fifth and last war patrol 12 July. Returning to the coast of Malaya, she attacked a convoy 18 July. Her first torpedoes missed, and an hour later a depth charge attack of unusual accuracy and intensity began. *Hawkbill* was blown partially out of the water by a perfectly placed pattern and damaged considerably; but by hugging the bottom with all machinery secured, she eluded the attacking destroyers. After a stay at Subic Bay for repairs, she steamed to Borneo to rendezvous with Australian Army officers for a special mission. *Hawkbill* destroyed two radio stations with her deck guns, landed commandos at Terampha Town, and destroyed shore installations. After reconnaissance of Anambas Island, also in the South China Sea, the versatile submarine returned to Borneo 13 August.

Following the surrender of Japan, *Hawkbill* sailed to Pearl Harbor, departing 22 September 1945 for San Francisco. She decommissioned at Mare Island 30 September 1946 and joined the Reserve Fleet. Brought out of reserve in 1952, *Hawkbill* was loaned to the Netherlands under the Military Assistance Program 21 April 1953 and now serves as *Zeeleeuw* (S–803).

Hawkbill received six battle stars for World War II service. All five of her war patrols were designated successful, and she received a Navy Unit Commendation for her outstanding performance on patrols 1, 3, and 4.

II

(SS(N)–666: dp. 4,630 (f.); l. 292'; b. 32')

The second *Hawkbill* (SS(N)–666), a *Sturgeon*-class nuclear submarine, was laid down by Mare Island Division, San Francisco Bay Naval Shipyard, Vallejo, Calif., 12 September 1966, and is to be launched in the summer of 1968. A key element in the underwater deterrent force of the Navy she contributes to the vital continuing task of "keeping the peace" over the vast reaches of global waters Designed to attack and destroy all types of enemy ships, she is able to operate for long periods at great depths and at high submerged speed, making her a potent and effective challenge to enemy submarines. Operating under nuclear power, she is also capable of conducting long-range reconnaissance patrols and surveillance missions without risking detection by surface ships. Moreover, she can carry out extensive ASW operations, either alone or with other fleet submarines and destroyer-type surface ships.

Hawke

A former name retained.

Hawke, or *Hawk*, was a small coastal sloop obtained by Major Silas Talbot of the Continental Army in October 1778 for use in his daring capture of British 8 gun schooner *Pigot* in Narragansett Bay. The British ship effectively blockaded the town of Providence, and Talbot equipped his small ship with 2 guns and 60 soldiers to board her. On the night of 28 October, Talbot slipped silently past British batteries and stood for *Pigot*. He managed to entangle his jib boom in his adversary's rigging, and opened fire. Although the British captain put up a courageous resistance, Talbot's soldiers quickly overran the ship and sailed her into Stonington, Conn. Not a man was lost on either side.

Silas Talbot gained great fame for this exploit, and later became a Captain in the Continental Navy and in the U.S. Navy after the Revolution.

Hawkins

William Deane Hawkins was born 19 April 1914 in Fort Scott, Kansas, and enlisted in the Marine Corps 5 January 1942. He accepted a battlefield commission in the Solomons 18 November 1942, and was killed 21 November 1943 in the assault on Tarawa. First Lieutenant Hawkins received the Medal of Honor for his gallantry during the bloody assault on Betio in which he gave his life. The citation reads in part: "Fearlessly leading his men on to join the forces fighting desperately to gain a beachhead, he repeatedly risked his life throughout the day and night to direct and lead attacks on pill boxes and installations with grenades and demolitions. . . . Refusing to withdraw after being seriously wounded in the chest during this skirmish, First Lieutenant Hawkins steadfastly carried the fight to the enemy, destroying three more pillboxes before he was caught in a burst of Japanese shell fire and mortally wounded. His relentless fighting spirit in the face of formidable opposition and his exceptionally daring tactics were an inspiration to his comrades during the most crucial phase of the battle and reflect the highest credit upon the United States Naval Service."

(DD–873: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 35 k.; cpl. 367; a. 6 5", 6 3", 5 21" tt., 6 dcp., 1 dcp. (h.h), 2 dct.; cl. *Gearing*)

Hawkins (DD–873), originally Beatty but renamed 22 June 1944, was launched by Consolidated Steel Co., Orange, Tex., 7 October 1944; sponsored by Mrs. Clara Hawkins, mother of First Lieutenant Hawkins; and commissioned 10 February 1945, Comdr. C. Iverson in command.

Following shakedown training in the Caribbean, *Hawkins* arrived Norfolk 23 March 1945 to undergo conversion to a radar picket ship. Emerging 26 May, she conducted training exercises before sailing 18 June from Guantanamo Bay, Cuba, for San Diego and Pearl Harbor. After her arrival 8 July *Hawkins* prepared to enter the last phase of the Pacific War, but 3 days after her 12 August departure from Pearl Harbor for Eniwetok the Japanese surrendered. The destroyer continued from Eniwetok to Iwo Jima and Tokyo Bay, arriving 27 August, and assisted in early occupation operations. She then escorted ships to and from the Marianas, remaining in Japanese waters until 3 January 1946. *Hawkins* then steamed to the Philippines and Saipan, finally arriving Pearl Harbor 3 April.

Arriving San Diego 11 April, the destroyer took part in training operations off the west coast until sailing

USS *Hawkins* (DD-873)—"Mail Call"

again for the far east 6 January 1947. During the months that followed she steamed between Chinese and Korean ports, assisting and supporting American Marine units in their attempts to stabilize the explosive Chinese situation and protect American lives. *Hawkins* also took part in rescue operations off Hong Kong 19 July 1947, when giant steamer *Hong Kheng* sank with over 2,000 passengers on board. She returned to the United States 8 October 1947.

After a year of operations out of San Diego the ship sailed again for the troubled Far East, arriving Tsingtao, China, 29 October. Following operations off the China coast *Hawkins* got underway from Tsingtao 6 December. On this long voyage, completing a circuit of the globe, the destroyer visited Ceylon, Turkey, Gibraltar, New York, and Panama before arriving San Diego 16 March 1949.

Hawkins was reassigned to Atlantic Fleet soon afterward, arriving her new home port, Newport, 23 May 1949. For the next year she took part in reserve training cruises and readiness exercises in the Caribbean. The ship had been reclassified DDR–873 18 March 1949. *Hawkins* departed 2 May 1950 for a cruise with 6th Fleet in the strategic Mediterranean.

While there she and the world were shocked by the Communist invasion of South Korea. After NATO maneuvers she returned to Newport 10 October and prepared to become part of the nation's far flung bulwark in the Korean conflict. Sailing 3 January via the Panama Canal she arrived Pusan 5 February. During her 4 months of Korean duty *Hawkins* screened the mobile carrier forces during strikes on enemy positions and supply lines, provided antisubmarine protection, and controlled jet aircraft in combat air patrols. She also acted as plane guard during operations in the Formosa Straits designed to discourage Communist aggression against the friendly island. Departing the Far East in June, the destroyer returned to Newport 8 August via the Mediterranean.

For the next few years the veteran ship alternated picket duty and training operations in the western Atlantic with periodic cruises to the Mediterranean with the 6th Fleet. She was in the Eastern Mediterranean during the summer of 1956 when the Suez crisis threatened the security and peace of the area. *Hawkins* arrived Mayport, Fla., her new home port, 18 August 1960, and soon resumed her pattern of cruises to the Mediterranean. In 1961 she operated with a special Task Group in connection with American space experiments and missile tests off Cape Canaveral, now Cape Kennedy. When the introduction of offensive missiles into Cuba in 1962 threatened the security of the United States, *Hawkins* joined with other ships in quarantining that Caribbean country, cruising the Caribbean from late October until December in a modern demonstration of the power of forces afloat. In 1963 the ship returned to the Mediterranean in the Spring and in August took part in Polaris missile tests in the Caribbean with submarine *Alexander Hamilton*. During the next 5 months *Hawkins* operated with carriers off Florida and in the Caribbean. Following additional Polaris missile tests with *Andrew Jackson* (SSBN–619) in February 1964, she steamed to Boston 21 March and was placed in commission, in reserve, prior to undergoing FRAM I overhaul.

Reclassified DD–873 on 1 April, *Hawkins* completed FRAM late in 1964. Assigned to Destroyer Squadron 24, she operated out of Newport until departing 29 September for duty in the Far East. Steaming via the Panama Canal and the West Coast, she joined the 7th Fleet 23 November as part of America's powerful naval commitment to thwart Communist aggression in Southeast Asia. For the next 3 months she guarded hard-hitting carriers in the South China Sea and the Gulf of Tonkin and provided gunfire support for ground troops along the coast of South Vietnam. She departed Subic Bay late in February 1966, steamed via the Suez Canal, and arrived Newport 8 April.

Hawkins maintained the peak readiness of her crew and equipment over the next few months with exercises off the East Coast and in the Caribbean. Departing New-

USS *Hawkins* (DD–873) refueling from USS *Enterprise* (CVA(N)–65)

port 28 November, she joined the 6th Fleet at Gibraltar 8 December and became flagship for ComDesRon 24. For more than 3 months she cruised the Mediterranean from Spain to Greece before returning to Newport 20 March 1967. Into mid-1967 she operated along the Atlantic Coast from New England to Florida, prepared as always to cruise in defense of the United States and the free world.

Hawkins received two battle stars for Korean service.

Hayes, President, see *President Hayes* (AP–39)

Haynsworth

William McCall Haynsworth, Jr., was born in Darlington, S.C., 16 January 1901, and appointed Midshipman from the Sixth Congressional District of South Carolina 19 June 1919. After graduation from the Naval Academy he reported for duty on board destroyer *Mahan*, 16 June 1924, and was detached in April 1928 for postgraduate instruction in mechanical engineering at the Naval Academy, followed by postgraduate work at various colleges and industrial plants. He was assigned to cruiser *Houston*, 10 November 1930 and detached in February 1934 to serve at the Naval Research Laboratory, Bellevue, District of Columbia until June 1936 when he was ordered to *Houston* as Assistant Fire Control Officer.

In April 1939 he reported to Charleston Navy Yard in connection with fitting out of *Ingraham* (DD–111). He assumed command of *Ingraham* 19 July 1941 and with the outbreak of World War II commenced escort duty for convoys sailing from New York and Halifax to the British Isles. *Ingraham*, while investigating the collision of destroyer *Buck* with a merchant vessel, was rammed by fleet oiler *Chemung* in dense fog off Nova Scotia, 22 August 1942. The force of the collision exploded *Ingraham*, killing Commander Haynsworth and all but ten men and one officer.

(DD–700: dp. 2,200; l. 376'6"; b. 40'; dr. 15'8"; s. 34 k.; cpl. 336; a. 6 5", 16 40mm., 20 20mm., 2 dct., 6 dcp., 5 21" tt.; cl. *Allen M. Sumner*)

Haynsworth (DD–700) was launched 15 April 1944 by the Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Mrs. Haynsworth, widow of Comdr. Haynsworth; and commissioned 22 June 1944, Comdr. Robert Brodie, Jr., in command.

After shakedown in the Caribbean *Haynsworth* departed New York 20 September escorting *Queen Mary* with Prime Minister Winston Churchill on board. Rendezvousing with British escorts, she returned to New York and sailed 26 September via the Canal Zone and San Pedro, arriving Pearl Harbor 20 October. *Haynsworth* sailed 16 December for Ulithi and joined Vice Admiral J. S. McCain's Fast Carrier Task Force 38 for the final assaults on the Japanese. During the next 3 months she operated with the 3d and 5th Fleets as part of the screen for the Fast Carrier Task Force; the primary mission being to conduct air strikes against strategic Japanese positions along the China coast, and Formosa, and to harrass enemy shipping during the landings at Luzon 9 January 1945.

The day after the invasion was launched, Task Force 38 moved into the South China Sea and conducted raids on the China coast and Indochina, doing much damage to the enemy. Launching one final raid against Okinawa, *Haynsworth* retired to Ulithi 26 January. She sortied 10 February with Admiral Marc Mitscher's Fast Carrier Force 58 for strikes against airfields, factories, and shipping in the Tokyo area. Heavy fighter sweeps were launched 16 February to cover the airfields around Tokyo Bay. Despite heavy weather with low ceiling, most of the target areas were effectively neutralized. During the afternoon three Japanese picket boats that had evaded detection in thick fog were spotted by *Haynsworth* and promptly sunk, taking 12 prisoners. In addition to damaging aircraft frame and engine plants, a number of ships and small craft were attacked and sunk in Tokyo Bay, the biggest prize being the 10,600-ton *Yamashiro* Maru.

As the Pacific war approached its climax, *Haynsworth* again sailed from Ulithi for further strikes against Japan. Massive air attacks were launched against airfields on Kyushu and ships in the Inland Sea 18 and 19 March, inflicting heavy damage on the dwindling Japanese air and sea power. After participating in the bombardment of enemy shore positions on Minami Daito Shima 28 March, she sailed for Okinawa. Landings were made on the Japanese fortress 1 April, with Task Force 58 providing support, and *Haynsworth* frequently aiding in the destruction of enemy aircraft during the many attacks, where "the fleet had come to stay." Only after she was crashed by a kamikaze 6 April did she have to retire to Mare Island via Ulithi for repairs.

After repairs *Haynsworth* had duty at Treasure Island, Calif., as a training ship from 17 July to 5 September. After several months of operations at Pearl Harbor, she sailed for the east coast 14 January 1946, reaching Boston 26 April for a year in the Reserve Fleet. Returning to active service in March 1947, *Haynsworth* based her operations from Algiers, La., conducting reserve training cruises in the Gulf and in the Caribbean until the summer of 1949.

Haynsworth sailed 6 September 1949 for her first duty with the 6th Fleet in the Mediterranean, returning to Norfolk 7 February 1950. She arrived Charleston 10 days later, decommissioned there 19 May and joined the Reserve Fleet.

With the expansion of operations due to the Korean War, *Haynsworth* recommissioned at Charleston 22 September 1950, Comdr. Herbert F. Rommel in command. Following training and operations along the East Coast and in the Caribbean she sailed 3 September 1951 for duty in the Mediterranean.

After more operations on the East Coast and in the Caribbean, and a Midshipman cruise to the North Atlantic, *Haynsworth* sailed from Norfolk 2 November 1953 for a round-the-world cruise. While in the Pacific she was assigned duty for 4 months in the Far East with the 7th Fleet, a vital peace-keeping force in that part of the world. *Haynsworth* returned to Norfolk 4 June 1954 to resume her support of the 6th Fleet. In 1956 with the Suez crisis still unsettled, Navy units stood by in the eastern Mediterranean and evacuated U.S. nationals from Egypt. *Haynsworth* aided the Navy's preparedness in the event of any conflict. Between 1956 and 1960 she made five deployments to the Mediterranean, supporting the Navy's peacekeeping role and keeping a watchful eye on the troubled spots of the free world. In 1959 *Haynsworth* took part in the historic "Operation Inland Seas," commemorating the opening of the mighty St. Lawrence Seaway, steaming up the St. Lawrence to Montreal.

Late in 1961 while in the Mediterranean, *Haynsworth* delivered emergency food rations to flood-ravaged Africa; and on 3 October 1962, she stood by off Cape Canaveral as a rescue ship and witnessed the take off of astronaut Comdr. Walter Schirra on his historic six-orbital flight. Later that month, under much more serious circumstances, she hastened to the Caribbean and participated in the naval quarantine of Cuba, effectively checking the Communist threat to the security of the Western Hemisphere.

In February 1963 *Haynsworth* deployed to the Mediterranean, the Red Sea, and the Gulf of Aden for operations with the 6th Fleet. After returning to Norfolk, she embarked midshipmen for an Atlantic cruise from 1 August to 10 September; then underwent overhaul at New Orleans, La., and Orange, Tex., before arriving Galveston 28 February 1964 to begin duty as a Naval Reserve training ship.

Assigned to Reserve Destroyer Squadron 34, *Haynsworth* since that time has operated out of Galveston while providing valuable on board training facilities for hundreds of Naval Reservists. Manned by a nucleus crew, she has steamed to ports along the Gulf and Atlantic coasts, and numerous training cruises have carried her

into the Caribbean. Into mid-1967 she has continued to bolster the strength of the Navy and the Nation through intense, skilled, and effective training which maintains the caliber and readiness of the Naval Reserve.

Haynsworth received three battle stars for World War II service.

Hayter

Hubert Montgomery Hayter was born in Abingdon, Va., 17 October 1901, and graduated from the Naval Academy in 1924. In the following years he served on battleship *Arizona*, destroyer *Yarborough*, and other ships, taking command of *Ramsay* (DM–16) in 1939. Lt. Comdr. Hayter was transferred to *New Orleans* 5 February 1941, and was killed during an action with Japanese forces off Savo Island 30 November 1942. Hayter was serving as damage control officer when *New Orleans* received a torpedo hit, and as Central Station, his battle post, filled with asphyxiating gas, he ordered all men without masks to leave the compartment, giving his own to a partially stricken seaman. After clearing the compartment of all personnel, Lt. Cmdr. Hayter was finally overcome by the fumes. For this extraordinary act of heroism, he was posthumously awarded the Navy Cross.

(DE–212: dp. 1400; l. 306′; b. 36′10″; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 3 21″ tt., 2 dct., 8 dcp., 1 dcp. (h.h.), cl. *Buckley*)

Hayter (DE–212) was launched by Charleston Navy Yard, Charleston, S.C., 11 November 1943; sponsored by Mrs. Maurine K. Hayter, widow of the namesake; and commissioned at Charleston 16 March 1944, Lt. Comdr. H. H. Theriault in command.

Hayter departed Charleston 1 April 1944 for shakedown training off Bermuda, and subsequently was asigned to an escort division for Atlantic duty. Between 1 June and 30 November 1944 she made three voyages to Europe, two from Norfolk to Bizerte and one from Casco, Maine, to Bizerte. During the voyages *Hayter* provided anti-submarine protection and transferred the division doctor to many merchant ships in the convoy needing medical assistance.

Hayter sailed 2 January 1945 on a special duty in the Atlantic, with other units of Escort Division 62. Their assignment—to find and sink German submarine *U–248*, which had been sending vital weather reports to Axis units from the Azores area. The ships conducted several search sweeps before *Hayter* made contact with the sub 16 January, and after a series of lethal depth charge attacks lasting two hours the submarine was sunk. *Hayter* patrolled the Azores for a time, then joined a convoy screen for the voyage back to Norfolk, arriving 5 February 1945.

Departing Casco Bay 17 March, *Hayter* and her consorts proceeded into the north Atlantic for anti-submarine sweeps in the Iceland area. The ships made a depth charge attack 10 April, but did not score a definite kill. The group returned to Argentia, Newfoundland, 14 April, and departed 4 days later for anti-submarine barrier patrol, cruising between escort carriers *Bogue*, to the south, and *Core*, to the north. Contact was made 23 April and all ships searched without avail until the next day, when *Frederick C. Davis* reported contact on her starboard bow.

As *Hayter* maeuvered to attack, *Davis* was struck by a torpedo on her port side amidships, breaking her in two. As the stricken ship settled and sank *Hayter* began rescue operations, and despite rough seas, sharks, and the threat of further attacks, managed to save 65 survivors and recover 12 of the dead from the sea. Three of the survivors were revived by artificial respiration given by members of *Hayter's* crew. In the meantime, the other escorts had closed in on the submarine, *U–646*, and forced it to the surface. Guns quickly sank the U–boat and her captain was later made prisoner.

Hayter arrived Argentia 6 May and sailed two days later for Philadelphia Navy Yard via Boston. She arrived 22 May and began her conversion to high speed transport, her designation becoming APD–80 on 1 June 1945.

Emerging as a high speed transport, *Hayter* departed Philadelphia 13 August 1945 for her refresher training off Guantanamo Bay. She subsequently operated out of Norfolk and Newport in training operations until 30 October, when she departed Norfolk for Jacksonville, Fla. At Jacksonville, *Hayter* was placed in the Reserve Fleet at Green Cove Springs, decommissioned 19 March 1946, and was later moved to the Texas group, where she remained until struck 1 December 1966.

Hayward, Eliza, see *Eliza Hayward* (No. 1414)

Hayward, see *Santa Rosa* (YFB–33)

Hazard

To run, or take the risk of; to venture upon; dangerous, risky.

(AM–240: dp. 530; l. 184′6″; b. 33′; dr. 9′9″; s. 15 k.; cpl. 104; a. 1 3″, 2 40mm., 6 20mm., 2 dct., 3 dcp. (h.h.); cl. *Admirable*)

Hazard (AM–240) was launched 21 May 1944 by the Winslow Marine Railway & Shipbuilding Co., Winslow, Wash.; sponsored by Miss Joanne R. Heddens; and commissioned 31 October 1944, Lt. Curtis B. Tibbals, USNR, in command.

After shakedown out of San Pedro Bay, *Hazard* departed San Francisco 5 January 1945 screening a convoy to Pearl Harbor. Arriving Pearl 13 January she began a series of escort voyages between Pearl Harbor and Eniwetok. *Hazard* next screened a convoy to Ulithi Atoll and Kossol Roads, ultimately reaching San Pedro Bay, Leyte Island for supplies.

Hazard sortied from Leyte 19 March 1945 as part of Admiral Killand's Western Islands Attack Group for the invasion and occupation of Okinawa (14 March–30 June 1945). Arriving off Kerama Retto *Hazard* reported to the Transport Screen and took up screening station as antisubmarine patrol, then spent the next two days recovering radar reflector bouys. *Hazard* began her very important task of clearing the mine fields around Kerama Retto 31 March, a task which lasted until 30 June. For as a minesweeper's slogan says "no sweep, no invasion." No amphibious assault can begin without extensive preliminary sweeps, nor can it continue without constant resweeping.

Okinawa now secured, *Hazard* sortied outside the southern entrace to Kerama Retto to sweep the area northeast from Okinawa in the East China Sea. Making sweeps until 14 July *Hazard* retired to Buckner Bay where she spent the remainder of the month as standby ship. She sortied with a sweeping unit 13 August for an area in the East China Sea.

With hostilities over, *Hazard* broke off operations and returned to Buckner Bay to join a group of minesweepers for the Yellow Sea and Jinsen, Korea, clearing the way for occupation ships. She next worked to clear Sasebo. Then, on 26 October 1945, *Hazard* returned to the East China Sea to finish the job she had started in August. Clearing that area 9 November she returned to Sasebo. Departing Sasebo 20 November 1945 *Hazard* sailed via Eniwetok and Pearl Harbor arriving San Diego 19 December.

Hazard departed San Diego 31 January 1946 and transited the Panama Canal to arrive Galveston 17 February. She decommissioned there 27 July 1946 and joined the Reserve Fleet. *Hazard* was reclassified MSF–240, 7 February 1955 and remains in the Texas Group, Atlantic Reserve Fleet at Orange, Tex.

Hazard received three battle stars for World War II service.

Hazel

The first *Hazel* retained her former name, while the second was named for the small tree or shrub which bears the hazelnut, or filbert.

I

(SP–1207: t. 10; l. 44′; b. 9′6″; dr. 3′3″; s. 8 k.; a. 1 1-pdr.)

Hazel (SP–1207), a small motor boat, was acquired from her owner, J. W. Mathews, Chincoteague, Va., and commissioned 1 June 1917, Chief Boatswain's Mate D. J. Jester commanding.

Assigned to the 5th Naval District, *Hazel* operated as a patrol craft and performed general harbor duties around Chincoteague Island and in Hampton Roads. She occasionally made cruises up Chesapeake Bay as far as Annapolis. *Hazel* was returned to her owner 16 January 1919.

II

(YN–24: dp. 560; l. 163′2″; b. 30′6″; dr. 11′8″; s. 12 k.; cpl. 48; a. 1 3″; cl. *Aloe*)

Hazel (YN–24), originally *Poplar* but renamed soon after keel-laying, was launched 15 February 1941 by American Shipbuilding Co., Lorain, Ohio, and was placed in service 27 October 1941. She commissioned 17 December 1942 at Newport, Lt. (j.g.) A. W. Brown commanding.

After being placed in service, *Hazel* steamed to Portsmouth, N.H., and Boston, where her outfitting was completed. She performed net laying duties at Portland, Maine, and had returned to Boston by the fateful morning of America's entry into the war, 7 December 1941. Following the attack on Pearl Harbor, the net tender was assigned to Newport, where she performed patrol duties in addition to installing and maintaining the anti-submarine net. *Hazel* commissioned in December 1942, and remained in the Narragansett Bay area, based at the Naval Net Depot, Melville, R.I. She occasionally performed patrol and fire fighting duties in addition to net tending and installation.

Hazel was redesignated AN–29, 20 January 1944 and after spending October-November 1944 at Portland, Maine, returned to Newport to train officers and men in net defenses and do experimental work for the net depot. She arrived Boston 21 February 1945 to work on the Boston harbor nets, and in the spring was assigned to the Canal Zone. *Hazel* departed Boston 20 April and arrived Cristobal 2 May 1945.

Tending nets in the Canal Zone defense system until the end of the war, *Hazel* then took on the large task of removing the intricate defenses from the Canal and its approaches. This was completed 14 October 1945 and the ship returned to its base at Coco Solo. She remained in the 15th Naval District performing miscellaneous duties at Coco Solo, Balboa, and other installations until 2 December 1957, when she departed for Florida. *Hazel* arrived Mayport 9 December and decommissioned 11 February 1958. She was placed in reserve at Green Cove Springs, where she remained until struck from the Navy List 1 September 1962.

Hazleton

A former name retained.

(SP–1770: dp. 10; l. 40′; b. 9′8″; dr. 20″; s. 20 k.; a. none)

Hazelton was built by the Great Lakes Boat Building Corp. of Milwaukee, Wis., in 1917, and was chartered by the Navy 19 September 1917 from her owner, G. B. Markle. of Hazelton, Pa. She commissioned 25 August 1918 at Newport, R.I., Coxswain S. H. Neary commanding.

Enrolled at Milwaukee, *Hazelton* was taken to Newport for fitting out and commissioning, and subsequently served the Second Naval District in the Newport area as a dispatch boat. She was returned to her owner 10 December 1918.

Hazelwood

John Hazelwood, born in England in 1726, was appointed to superintend the building of fire rafts for the protection of Philadelphia against the British during the Revolutionary War. A commissioned officer in the Pennsylvania Navy, Commodore Hazelwood commanded all units of the Pennsylvania and Continental navies participating in the defense of the Delaware River approaches to Philadelphia in 1777. His gunboats and galleys engaged British men-of-war 23 October near river obstructions; and, after the British frigate *Merlin* and ship of the line *Augusta* grounded, their crews were forced to burn them. Later Commodore Hazelwood took command of Continental vessels in Delaware Bay. In recognition of his services in the War for Independence, the Continental Congress voted him a handsome sword, now in the collection of the Naval Historical Foundation. Commodore Hazelwood died at Philadelphia 1 March 1800.

I

(DD–107: dp. 1,060 t.; l. 314′5″; b. 31.9″; dr. 8′6″; s. 35 k.; cpl. 113; a. 4 4″, 2 1-pdrs., 12 21″ tt.; cl. *Wickes*)

The first *Hazelwood* (DD–107) was laid down 24 December 1917 by Union Iron Works, San Francisco, Calif., launched 22 June 1918; sponsored by Miss Marian L. Neitzel; and commissioned 20 February 1919, Comdr. A. A. Corwin in command.

Following shakedown and a voyage to Norfolk for supplies, Hazelwood departed New York for the Mediterranean 15 April 1919. Reaching Gibraltar 9 May, she participated in training and served as escort to *Arizona* (BB–39). After cruising the Mediterranean, she departed Malta 28 July and arrived New York 13 August. Next day she got underway for her new home waters, the Pacific. Sailing via Cuba and Panama, she arrived San Francisco 5 September. After operations along the West Coast, she decommissioned at San Diego 7 July 1922.

Hazelwood recommissioned 1 April 1925, and participated in training and readiness exercises with units of the Pacific Fleet for the next 5 years. She decommissioned again 15 November 1930, at San Diego, was sold to Learner and Rosenthal 30 August 1935, and was scrapped 14 April 1936.

II

(DD–531: d. 2,050; l. 376′3″; b. 39′7″; dr. 13′; sp. 37 k.; cpl. 273; a. 5 5″, 2 21″ tt.; cl. *Fletcher*)

The second *Hazelwood* (DD–531) was laid down 11 April 1942 by the Bethlehem Shipbuilding Co., San Francisco, Calif., launched 20 November 1942; sponsored by Mrs. Harold J. Fosdick; and commissioned 18 June 1943, Comdr. Hunter Wood, Jr., in command.

After shakedown, *Hazelwood* departed the West Coast 5 September. Reaching Pearl Harbor 9 September, she sailed 2 days later with a fast carrier strike force under Rear Admiral C. A. Pownall in *Lexington* to launch carrier-based air strikes against Tarawa, Gilbert Islands. *Hazelwood* next joined a second fast carrier force—6 carriers, 7 cruisers, and 24 destroyers under Rear Admiral A. E. Montgomery—for strikes against Wake Island 5 and 6 October.

Returning to Pearl Harbor 11 October, the destroyer took part in intensive training to prepare for the giant amphibious drive to Japan. She joined Task Force 53 under Vice Admiral R. A. Spruance at Havannah Harbor, New Hebrides, 5 November. Departing 13 November, she took part in invasion of the Gilbert Islands 20 November. In one of the bitterest struggles during the fleet's push across the Pacific, she served on antisubmarine patrol and as standby fighter-director ship. *Hazelwood* returned to Pearl Harbor 7 December 1943 to prepare for the next operation.

As the war in the Pacific gained momentum, *Hazelwood* sortied from Pearl Harbor 22 January 1944 as part of Task Force 52 under Admiral Spruance for the invasion of

Kwajalein and Majuro Atolls in the Marshall Islands. After troops stormed ashore 31 January, she anchored in Kwajalein Harbor as primary fighter-director ship and also patrolled against enemy submarines. This objective secured, she departed Kwajalein 15 February for several months of patrol and escort duty through the Solomons and Marshalls. She also bombarded Japanese shore positions at Ungalabu Harbor and a tank farm on New Ireland.

Hazelwood next participated in the invasion of the Palaus. As the 1st Marine Division landed on Peleliu, Palau Islands, 15 September, she pounded enemy shore positions with gunfire to lessen Japansese opposition. She remained off Peleliu on patrol until 3 October, when she sailed to Seeadler Harbor, Manus Islands. There the never-resting veteran joined Vice Admiral T. C. Kinkaid's naval forces for the invasion and liberation of the the Philippine Islands. As troops landed under naval cover on Leyte 20 October, *Hazelwood* came under heavy Japanese air attacks.

The next week brought constant enemy air raids and a succession of far-reaching fleet moves as the Imperial Navy made one final but futile effort to drive America out of the Philippines and regain some measure of control over the seas. In this struggle, known to history as the Battle of Leyte Gulf, the Japanese Navy was all but annihilated. Three enemy battleships, four carriers, six heavy cruisers, four light cruisers, nine destroyers, and a host of planes fell victim to America's naval prowess and determination. *Hazelwood* herself accounted for at least two kamikazes among many destroyed.

Hazelwood engaged in patrols off Leyte Gulf and gunnery and training exercises out of Ulithi during December. She then joined Vice Admiral J. S. McCain's fast carrier strike force and sailed 30 December. Carrying the war home to the enemy, the carriers launched heavy air raids against Japanese positions in the Ryukyu Islands, Formosa, Okinawa, and along the China coast from 3 to 7 January 1945. These devastating strikes also diverted Japanese attention from the Philippines, where landings were made at Lingayen Gulf 9 January. After further strikes on Japanese positions in Indochina, the hard-hitting force returned to Ulithi 26 January.

Joining another fast and mobile carrier task force, *Hazelwood* sortied 11 February to protect carriers as they launched heavy air strikes against the Japanese home islands 16 and 17 February. Swiftly shifting positions as only sea-based power can, the fleet then sped south to provide support for the landings on Iwo Jima, begun 19 February. Although under constant attack from kamikazes as well as fighters and dive-bombers, *Hazelwood* came through the invasion untouched and on the night of 25 February sank two small enemy freighters with her guns.

Returning to Ulithi 1 March, the battle-tried destroyer sailed again for action 14 March with a fast carrier force to provide air cover and shore bombardment for the invasion of Okinawa, last step before invasion of the Japanese home islands. After the invasion 1 April, *Hazelwood* operated off Okinawa on radar picket and escort patrols through intense Japanese air attacks. On 29 April the carrier group she was shepherding was attacked by kamikazes who dove out of low cloud cover.

Hazelwood, all guns blazing, maneuvered to avoid two of the Zeros. A third screamed out of the clouds from astern. Although hit by *Hazelwood*'s fire, the enemy plane careened past the superstructure. It hit #2 stack on the port side, smashed into the bridge, and exploded. Flaming gasoline spilled over the decks and bulkheads as the mast toppled and the forward guns were put out of action. Ten officers and 67 men were killed, including the Commanding Officer, Comdr. V. P. Douw, and 35 were missing. *Hazelwood*'s engineering officer, Lt. (j.g.) C. M. Locke, took command and directed her crew in fighting the flames and aiding wounded. Proceeding by tow and part way under her own power, the gallant ship reached Ulithi 5 May for temporary repairs, thence to Mare Island via Pearl Harbor 14 June for permanent repairs. *Hazelwood* decommissioned 18 January 1946 and entered the Pacific Reserve Fleet at San Diego.

Hazelwood recommissioned at San Diego 12 September 1951, Comdr. R. M. Niles in command, and joined the enlarged fleet necessary to fight Communist aggression in Korea and to bolster the free world's strength everywhere. After shakedown she departed San Diego 4 January 1952, and reached Newport, R.I., 21 January to join Destroyer Forces, Atlantic Fleet. Operations and exercises along the East Coast and in the Caribbean, as well as hunter-killer training with carrier groups, occupied *Hazelwood* until she departed Newport for the Far East 7 December 1953.

She reached Tokyo 12 January 1954, via Pearl Harbor and spent the next few months operating with a fast carrier task force and patrolling along the Korean coast to enforce an uneasy armistice. The far-ranging destroyer returned to the States the long way, departing Hong Kong 28 May 1954 and sailing through the Suez Canal to reach Newport 17 July.

During the next few years *Hazelwood* maintained a pattern of training and readiness operations along the East Coast and in the Caribbean interspersed with deployments to the Mediterranean. During the Suez crisis in the fall of 1956 she served with the mighty 6th Fleet, patrolling the eastern Mediterranean and helping to stabilize a tense international situation.

In 1958 *Hazelwood* began extensive testing of helicopters for antisubmarine warfare both in Narragansett Bay and out of the Naval Ordnance Laboratory in Maryland. Assigned to the Destroyer Development Division, she participated in tests on equipment used with radar and electronic counter-measure systems. Her primary research and development work involved the testing of the Drone Anti-Submarine Helicopter (DASH), an example of the Navy's continuing effort to apply the technological advances of modern science for the security of our nation and the free world. *Hazelwood* provided on board testing facilities and helped make posssible the perfection of DASH, an advanced and vital ASW Weapons system. In August 1963 alone the drone helicopter made 1,000 landings on the versatile destroyer's flight deck.

In addition to experimental developments, *Hazelwood* continued to engage in the many duties assigned to a destroyer. As America confronted Russia over the introduction of offensive missiles into Cuba in October 1962, she steamed again to the troubled Caribbean for antisubmarine and surveillance patrols. *Hazelwood* arrived Guantanamo Naval Base 5 November, just after the quarantine of Cuba had gone into effect and remained on guard during the crisis, serving as a Gun Fire Support Ship for Task Force 84. When the nuclear submarine *Thresher* failed to surface 10 April 1963, *Hazelwood* immediately deployed to the scene of the tragedy with scientists from the Woods Hole Oceanographic Laboratories to begin a systematic search for the missing ship.

Hazelwood resumed testing of DASH during June and later in the year conducted on board trials of the Shipboard Landing Assist Device (SLAD). She continued both developmental and tactical operations along the East Coast during the next year. She decommissioned 19 March 1965, and entered the Atlantic Reserve Fleet. At present she is berthed at Norfolk, Va.

Hazelwood received 10 battle stars for World War II service.

Healy

Howard Raymond Healy was born in Chelsea, Mass., 28 March 1899, and graduated from the Naval Academy in 1922. After serving on various ships of the fleet and as an instructor at the Naval Academy, Healy commanded *Dorsey* (DD–117) 1937–1939. After a tour at Naval Torpedo Station, Newport, R.I., Comdr. Healy reported 13 March 1941 as Damage Control Officer on board *Lexington* (CV–2). During the Battle of the Coral Sea, *Lexington* took two torpedoes and two bomb hits 8 May 1942, and despite heroic damage control could not be saved. Com-

mander Healy died on board and was posthumously awarded the Bronze Star for his courage, leadership, and professional excellence during the battle to save his ship. Commander Healy perished at his battle station.

(DD–672: dp. 2050; l. 37'6"; b. 39'8"; dr. 17'9"; s. 37 k.; cpl. 319; a. 5 5", 10 21", tt. 6 dcp., 2 dct.; cl. *Fletcher*)

Healy (DD–672) was launched by Federal Shipbuilding & Dry Dock Co., Kearny, N.J., 4 July 1943; sponsored by Mrs. Howard R. Healy, widow of the namesake; and commissioned at New York Navy Yard 3 September 1943, Comdr. J. C. Atkeson in command.

After completing her shakedown cruise off Bermuda, *Healy* returned to New York 31 October. The ship departed for a week of coastal patrol 10 November, and after meeting a convoy at sea steamed into Norfolk 18 November 1943. Two days later she cleared port en route to the Pacific, and after transiting the Panama Canal arrived San Francisco 4 December. From there she proceeded to Pearl Harbor, and after arrival 11 December spent several weeks training in Hawaiian waters with carrier *Yorktown* and other ships which would become the famous Task Force 58 under Vice Admiral Mitscher.

The Navy had begun its gigantic island campaign in the Pacific with the capture of the Gilberts, and *Healy* departed 16 January 1944 for the second major operation, the capture of the Marshall Islands. Until being detached from the group 1 February, Healy screened carriers *Enterprise* and *Yorktown* during devastating raids on installations on the target islands, including Kwajalein. *Healy* was assigned 1 February to escort damaged battleships *Washington* and *Indiana* to Majuro, and rendezvoused with the carriers there 4 February.

Healy's next major operation was the neutralization of Truk, a major Japanese naval base in the Pacific. Departing Majuro 12 February, the carrier group attacked Truk 17–18 February with striking thoroughness, sinking or rendering useless most of the shipping and aircraft and eliminating Truk as a major threat to the allied plans. After the raid *Healy* and the carriers steamed to the Marianas, fought off several air attacks 22 February, and delivered important strikes against Saipan, Tinian, and Guam, America's next objectives in the Pacific.

Prior to the Marianas invasion, however, *Healy* screened *Enterprise* on a series of raids in the western Pacific designed to aid the coming operations. After a stop at Espiritu Santo the ships struck the Palau Islands 30 March, and after beating off Japanese air raids launched an attack on Yap and Ulithi the next day. *Enterprise* planes attacked Woleai 1 April 1944, and returned to Majuro five days later. *Healy* put to sea again 14 April to screen *Enterprise* during strikes on New Guinea, supporting operations and landings at Tanahmerah Bay. Another heavy raid on the Japanese base at Truk 29–30 April completed this highly successful operation, and she returned to Majuro 4 May.

After a period of intensive training and preparation, she departed Majuro 6 June for the invasion of the Marianas, a spectacular amphibious operation to be carried out nearly 1,000 miles from the nearest advance base, Eniwetok. Again acting as screening ship for the carriers, *Healy* supported softening-up raids 11–15 June and protected them during the period of direct support as Kelly Turner's marines went ashore 15 June. Two days later Healy and the other ships steamed out to join Admiral Mitscher's carrier task force as the Japanese made preparations to close the Marianas for a decisive naval battle. The great fleets approached each other 19 June for the biggest carrier engagement of the war, and as four large air raids hit the American dispositions fighter cover from the ships of *Healy*'s task group and surface fire from the ships decimated the Japanese formations. With able assistance from American submarines, Mitscher succeeded in sinking two Japanese carriers in addition to inflicting fatal losses on the enemy naval air arm during "The Great Marianas Turkey Shoot" 19 June. *Healy* helped rescue pilots from downed aircraft 21 June, and arrived Eniwetok 9 July. The Marianas invasion had been secured and the enemy threat turned back.

Getting underway again 17 June, *Healy*'s carrier task force launched repeated strikes on Guam, steamed into the Carolines, and commenced strikes against the Palaus 25 July. Continuing to cruise with Task Force 58, *Healy* screened the carriers during strikes on the Bonin and Volcano Islands 4–5 August before returning to Eniwetok 11 August 1944. Sailing again 28 August, the group hit the Bonins, Palaus, and various targets in the Philippines until 17 September. *Healy* was detached that date and joined a carrier task group for direct support of the Pelelieu invasion, the next step on the island road to Japan.

The destroyer returned with her carrier group to Manus 21 September, and steamed to Ulithi to form an important task group for operations in the western Pacific. The giant force, numbering 17 carriers and supporting surface ships, rendezvoused at sea, and launched strikes against Okinawa 10 October. Then the carriers moved toward their real objective 12 October—Formosa. In a devastating 3 days of air attacks, carrier planes did much to destroy Formosa as a supporting base for the Japanese in the island battles to come. Japanese forces retaliated with heavy and repeated land-based air attacks. *Healy* brought down one bomber and assisted in downing many more during these attacks, in which cruisers *Canberra* and *Houston* were damaged.

After protecting the retirement of the damaged ships, *Healy* resumed her screening duties for air attacks against Philippine installations 19 October. As troops stormed ashore at Leyte for the historic return to the Philippines, *Healy* and her carrier group began direct support of the operation, blasting airfields on southern Luzon.

By 24 October it was clear that the invasion of Leyte had called forth one last giant effort on the part of the Japanese to annihilate the American fleet. Its three major fleet units moved toward the Philippines for the historic Battle for Leyte Gulf, intending to divert Halsey's carriers to the northward and strike the assault forces in the gulf a two-pronged death blow. *Healy* joined Rear Admiral F. C. Sherman's Task Group 38.3, near Luzon 24 October which was attacked early in the day by land-based aircraft. Planes of the task group struck out at the ships of Admiral Kurita in the Sibuyan Sea, sinking the giant battleship *Musashi* and damaging other heavy units, of the Japanese forces.

While two other phases of the great engagement, the Battle of Surigao Strait and the Battle off Samar, were being fought, Admiral Halsey deployed carrier forces northward to meet the powerful force under Admiral Ozawa. Making contact 25 October, the carriers, screened by *Healy* and other surface units, launched a series of strikes at the Japanese carrier group. Despite effective enemy anti-aircraft fire, the planes succeeded in sinking four carriers, and a damaged destroyer was later sunk by gunfire. The great sea battle was thus ended, with the invasion of Leyte secured and the Japanese fleet no longer an effective fighting unit.

Healy returned to Ulithi for replenishment 30 October and sailed two days later with her task group for additional strikes on the Philippines. Strikes 5 November crippled airfields on Luzon, hit shipping Manila Bay, and fought off air attacks by Japanese planes against the fleet. These operations continued until 2 December, with *Healy* splashing several of the attacking aircraft in the protection of her carriers. After a brief stay at Ulithi, the destroyer and her task group returned to Luzon for strikes against airfields 14–16 December. After riding out the terrible typhoon which sank destroyers *Hull*, *Monaghan*, and *Spence*, *Healy* searched for survivors from the lost ships before returning to Ulithi with her carrier group 24 December.

After getting underway 30 December, *Healy* and her task group moved back to the Philippines. They attacked Formosa and Luzon until 8 January 1945, and then pushed into the South China Sea for a bold demonstration of the mobility of carrier-based air power. Attacking Formosa,

Camranh Bay, Saigon, Hong Kong, and Hainan, the ships sailed out of the South China Sea 21 January, having sunk over 130,000 tons of shipping and destroyed numerous aircraft.

The carrier forces, after another stop at Ulithi, now turned their attention to Iwo Jima. With *Healy* and other destroyers in the protective screen, carrier planes supplied close support for the invasion 19 February, and continued for 3 days before departing for strikes against Japanese home air bases. Leaving the carrier group, *Healy* next was assigned to the battleships designated to bombard Iwo Jima, and remained off the island patrolling and screening 4–27 March. She then sailed with cargo ship *Thuban* by way of Saipan and Eniwetok to Pearl Harbor, arriving 4 April 1945. From there the veteran destroyer steamed to San Francisco Bay, where she arrived 23 April.

After repairs and additional training, *Healy* again got underway for the combat zone 20 June 1945, departing the Hawaiian area 2 August with battleship New Jersey and other ships for the western Pacific. The destroyer arrived Guam 11 August, and en route from there to Iwo Jima heard the news that the war was over. *Healy* steamed off Japan with *Missouri* and other units preparatory to the formal surrender, then acted as harbor control vessel at Tokyo Bay until after the ceremonies, departing 5 September with passengers for the United States. She put them ashore at San Diego 21 December 1945 and sailed from California via the Panama Canal to New York, where she arrived 17 January 1946. Subsequently, she sailed to Charleston and decommissioned 11 July 1946.

Healy remained in reserve until recommissioning at Charleston 3 August 1951. After shakedown training at Guantanamo Bay, Cuba, the ship took part in training exercises including anti-submarine, air defense, and screening drills until 29 June 1953. During this time she visited various Caribbean ports and convoyed shipping to and from the Panama Canal.

Healy put to sea 29 June 1953 on a world cruise, stopping at San Diego and Pearl Harbor on the way to the Far East. The destroyer participated in operations with the 7th Fleet patrolling off Communist China, and conducted coastal patrol off Korea 3 August to 3 December 1953. Rejoining her division, she then resumed her world cruise, visiting Hong Kong, Ceylon, Egypt, Italy, and other countries before returning to Norfolk 6 February 1954. The ship spent the remainder of 1954 on a midshipman training cruise to northern Europe and on local exercises off Virginia.

The destroyer joined the 6th Fleet in 1955, sailing 5 November for the Mediterranean. She remained with the fleet protecting allied interests in that area until 26 February 1956, when she returned to Norfolk. After another cruise training midshipmen, which took her to northern Europe again, the ship returned to Annapolis 31 July 1956. *Healy* then participated in local operations, spent a month as training ship for Naval Mine Warfare School, Yorktown, Va., and arrived Norfolk 19 March 1957. Moving to Philadelphia, the ship decommissioned 11 March 1958, where she remains in reserve through 1967.

Healy received eight battle stars for World War II service.

Heartsease, see *Courage* (PG–20)

Heath Hen

A black grouse.

(AMc–6: dp. 270; l. 94′4″; b. 22′; dr. 8′6″; s. 9 k.; cpl. 16)

Heath Hen (AMc–6) a wooden dragger, was built in 1936 by A. D. Storey, Fairhaven, Mass., as *Noreen;* acquired by the Navy 18 October 1940 and renamed *Heath Hen* (AMc–6); converted to a coastal minesweeper and commissioned 20 January 1941.

The small ship served in the 5th Naval District until 16 March 1944 when she arrived Provincetown, Mass., for duty with the Naval Mine Test Facility. Redesignated small boat C–13538, her name was dropped and she served as *C–13538* in mine warfare experiments until damaged by an oil explosion 16 March 1945. She was subsequently turned over to the Maritime Commission and sold 10 May 1948.

Heather

Former name retained.

(LHT: dp. 731; l. 165′; b. 28′6″; dr. 8′; s. 11.5 k.; cpl. 26)

Heather was one of the lighthouse tenders taken over by the Navy 11 April 1917. In addition to performing her regular lighthouse duties she was listed for Pacific patrol along the Washington coast. The tender also participated in work on submarine nets and drill in mine laying. *Heather* was returned to the Lighthouse Service in compliance with an order dated 1 July 1919.

Heavy Moon, see *YP–573*

Hebe

A former name retained.

(SP–966: dp. 20; l. 52′; b. 15′7″; dr. 3′; s. 9 k.; a. 1 mg.)

Hebe, a small motor boat, was built by George Bishop, Patchogue, Long Island, N.Y., in 1912; leased by the Navy 19 May 1917 from her owner, Edwin Thorne, of New York City; and commissioned 1 August 1917 at Brooklyn Navy Yard, Ens. W. L. Suydam, Jr., USNRF, in command.

Assigned to section patrol duties with the 3d Naval District, *Hebe*, based at Sayville, N.Y., cruised in the Great South Bay and Fire Island region of southern Long Island until returned to her original owner 14 December 1918.

Hecate

In Greek mythology, a goddess of the earth, moon, and underground realm of the dead, later considered the goddess of sorcery and witchcraft.

The light draft monitor *Etlah* (*q.v.*) was renamed *Hecate* 15 June 1869 while laid up in an unfinished condition at Mound City, Ill.

Hecla

I

(Bomb brig: 194 t.)

Hecla was purchased at New York in 1846. She commissioned there on 9 March 1847, Lt. Archibald B. Fairfax commanding.

The day after commissioning, *Hecla* sailed for the Gulf of Mexico to support American actions during the Mexican War. She arrived off the island of Sacrificio, near Vera Cruz, on the morning of 29 March, just in time to see the Mexican city fall to American forces that evening. From Vera Cruz *Hecla* was dispatched with other ships of the American squadron to patrol the Gulf of Mexico along the Mexican coast, stopping and searching all ships encountered. On 18 April, during this first patrol, she contributed 25 men and 4 officers to a successful amphibious expedition against the Mexican city of Tuxpan. Her first patrol in the Gulf ended on 24 April as she came to anchor off the Bar of Santander. *Hecla* made three more similar patrols in the summer of 1847, frequently stopping at various Mexican ports and sending men ashore for water and provisions.

On 15 August *Hecla* shifted upriver to anchor in the harbor of Alvardo, where she served as a harbor patrol vessel

until the end of the Mexican War. She was especially vigilant for small canoes attempting to smuggle illegal supplies and ammunition up the river, seizing several.

With the end of the war, *Hecla* sailed for the United States on 20 July 1848, arriving in Norfolk on 15 August and continuing to New York on 4 September. She decommissioned there 9 September and was sold shortly thereafter.

II

Former *Shakamaxon* (*q.v.*). Name changed to *Hecla* 15 June 1869. Name changed to *Nebraska* 10 August 1869.

Hecla, see *YF–547*

Hecla, see *Xanthus* (AR–19)

Hector

In the *Iliad,* one of Priam's 50 sons. Husband of Andromache, Hector was bravest of the Trojans. He slew Patrocles and was in turn slain by Achilles.

I

Hector, formerly *Pedro,* was built in 1883. Taken as a prize during the Spanish-American War, she commissioned at Key West 22 June 1898, Lt. W. L. Burdick in command.

From 10 to 20 July *Hector* made a patrol out of Key West up the Gulf of Mexico to Tampa and back to Key West. She sailed for Boston 24 July and arrived there a week later. *Hector* decommissioned at Boston 17 September 1898 and was sold 10 October 1899.

II

(AC–7: dp. 11,230; l. 403′; b. 53′; dr. 24′8″; s. 12 k.; cpl. 82)

Hector (AC–7) was launched 3 July 1909 by the Maryland Steel Co., Sparrows Point, Md.; and commissioned 22 October 1909. She was on special service with the Atlantic Fleet from commissioning through 1913, when she was stationed at Norfolk. From there *Hector* served as a fuel ship, ferrying freight and fuel up the East Coast and down to the Caribbean, especially Guantanamo and Santo Domingo. *Hector* was wrecked off the Atlantic coast 14 July 1916 and sank 3 days later.

III

(AR–7: dp. 9,140; l. 529′5″; b. 73′4″; dr. 23′4″; s. 19 k.; cpl. 1,108; a. 4 5″, 8 40mm.; cl. *Vulcan*)

Hector (AR–7), a modified Liberty ship, was launched 11 November 1942 by the Los Angeles Shipbuilding & Drydock Co.; sponsored by Mrs. Schuyler F. Heim; and commissioned 7 February 1944, Comdr. J. W. Long in command.

After shakedown along the West Coast, the new repair ship sailed for the Pacific, reaching Pearl Harbor 9 April 1944. She remained at Pearl Harbor effecting repairs on various ships, primarily landing craft, until she departed for Eniwetok 5 June. Arriving there 13 June, *Hector* spent the summer at Eniwetok and then sailed for Ulithi 30 September. Her biggest repair job of the war came to her 27 October at Ulithi as the cruiser *Houston,* torpedoed twice by Japanese submarines, was towed alongside. Although hampered by a severe typhoon season which twice sent her out to sea for safety, *Hector* managed to repair *Houston* by the end of the year besides aiding many other smaller craft.

Hector departed Ulithi 16 February 1945 and 5 days later steamed into Tarragona, Leyte Gulf, to repair ships as the battle for the Philippines raged. This task completed, she returned to Ulithi 30 March and continued on to Saipan 22 May. After the long war ended 1 September, *Hector* remained in the Pacific to prepare various ships for return to the States.

Departing Saipan 21 January 1946, *Hector* reached Long Beach 3 February. After serving as a repair ship there, she sailed for her first WestPac cruise 7 May 1947, thereby settling into a peacetime schedule interrupted 3 years later by the outbreak of war in Korea. *Hector* sailed into Yokosu'ka 18 September 1950. From there she continued to Inchon, Korea, arriving at the scene of a brilliant amphibious operation, 25 September. For the remainder of the Korean War *Hector* alternated repair service along the Korean coast and in Japan with normal duty out of Long Beach.

Thereafter, as before the Korean conflict, *Hector* alternated 4 to 6 months of service and exercises along the California coast with 6- and 8-month WestPac cruises. During these cruises the repair ship, operating in support and service of the nation's far-flung Pacific and Asian defenses, visited such ports as Yokosuka, Hong Kong, Shanghai, Guam, and Eniwetok. Serving intermittently as flagship for both Service Squadrons 1 and 3, *Hector* also was a major participant in the Navy's "People-to-People" program in Asia. Her deployments to the Western Pacific continued into the 1960's.

Hector operated in the Far East from Japan to the Philippines between June 1963 and January 1964. After providing repair services for ships at Long Beach during the remainder of 1964 and the first 6 months of 1965, she underwent a modernization overhaul at Long Beach between July 1965 and February 1966 to increase her repair capabilities. Thence, she resumed fleet services out of Long Beach until departing for the Far East 5 August. She arrived Subic Bay later that month, and during the next 6 months repaired and serviced ships in the Philippines, Taiwan, and Japan. She returned to the West Coast in March 1967; and into mid-1967 *Hector* continued to maintain a high state of readiness and provide repair services at Long Beach.

Hecuba

A minor planet between Jupiter and Mars.

(AKS–12: dp. 5,244; l. 441′6″; b. 56′11″; dr. 28′4″; s. 12 k.; cpl. 193; a. 1 5″, 4 3″; cl. *Acubens*)

Hecuba (AKS–12), originally liberty ship *George W. Cable,* was launched by Delta Shipbuilding Co., New Orleans, La., 6 November 1944 under Maritime Commission contract; sponsored by Mrs. J. Alfred Chard; acquired and converted to Navy use at Todd-Johnson Drydocks Corp.; and commissioned 21 April 1945, Comdr. N. H. Castle in command.

Following her conversion to a stores ship and shakedown training, *Hecuba* departed New Orleans 31 May 1945 for duty in the Pacific, arriving Pearl Harbor 22 June. From Hawaii she sailed to the western Pacific, commencing her first issue to the fleet after her arrival at Eniwetok 16 July. *Hecuba* arrived back in Pearl Harbor 18 August to reload general supplies for ships of the fleet. She sailed to Ulithi, arriving 10 September, and continued issuing the vital stores at that atoll as well as at Leyte and Okinawa until 28 November 1945. *Hecuba* departed for San Francisco for additional supplies, only to return to Pearl Harbor 8 February 1946. She decommissioned at Pearl Harbor 26 March 1946 and was intended for use in the Pacific atomic tests of that summer, only to be towed to San Francisco in 1947 and placed in the National Defense Reserve Fleet, Suisun Bay, Calif., where she remained until sold for scrapping to Schintzer Steel Products Co., Portland, Oreg., 19 October 1964.

Heed

Attention or regard.

(AM–100: dp. 890; l. 221′2″; b. 32′; dr. 10′; s. 18 k.; cpl. 105; a. 1 3″, 2 40mm., 6 20mm., 2 dct., 5 dcp.; cl. *Auk*)

Heed (AM–100) was launched 19 June 1942 by the General Engineering & Dry Dock Co., Alameda, Calif.; and commissioned 27 February 1943, Lt. J. J. Lind in command.

After shakedown out of San Diego *Heed* sailed 24 April for the Aleutians where she took up patrolling station then acted as escort for convoys sailing to and from Alaskan ports. After minesweeping operations out of Dutch Harbor, Alaska, she sailed for Pearl Harbor 1 December and took up duty there until 22 January 1944 when she joined Rear Admiral R. L. Conolly's Northern Attack Force for the Marshall Islands Operations (29 January–23 February 1944). *Heed* screened the transports until they entered Kwajalein Lagoon 31 January for the initial landings then began her sweep of the anchorage areas. Screening, minesweeping operations and hydrographic work kept *Heed* busy until 31 March when she sailed for Pearl Harbor.

After escort duties at Pearl Harbor, *Heed* joined Vice Admiral Turner's Northern Attack Force as a unit of the Minesweeping and Hydrographic Survey Group for capture of Marianas' Saipan and Tinian (June–August 1944). After screening *Louisville* during fire support missions off the southern coast of Saipan, *Heed* patrolled between Saipan and Tinian and subsequently for the next 7 months screened convoys between the Marshalls, the Carolines, and Marianas.

Heed sortied from Ulithi 19 March 1945 as a unit of Admiral Blandy's Amphibious Support Force for the capture of Okinawa (14 March–30 June 1945). After sweeping operations off Okinawa, she acted as patrol and escort ship until 28 April when she sailed for the United States via Pearl Harbor, arriving Seattle 24 May.

With the newest of sweep gear, *Heed* sailed again for the Western Pacific, arriving Eniwetok 9 October via the Johnston Islands. She carried out minesweeping operations at Okinawa, Sasebo, Formosa, and the East China Sea before returning to San Diego 9 February 1946. *Heed* remained at San Diego and decommissioned there 15 January 1947, joining the Pacific Reserve Fleet.

Heed recommissioned 5 March 1952, Lt. E. N. Robinson, in command.

Departing San Diego 12 May, she transited the Panama Canal and arrived Charleston 6 June. Between June 1952 and November 1953 *Heed* operated out of Charleston and Norfolk, making one deployment to the Mediterranean (6 January–21 May 1953) and a cruise to Quebec, Canada (3–29 August 1953). Departing Charleston 16 November she sailed to Orange, Tex., and decommissioned there 27 January 1954 and once again joined the Reserve Fleet. Reclassified MSF–100 on 7 February 1955, *Heed* remained at Orange, Tex., until struck from the Navy List 1 March 1967.

Heed received five battle stars for World War II service.

Heekon

A Delaware Indian word meaning "ebb tide."

(YT–141: dp. 325; l. 100′; b. 25′; dr. 9′7″)

Heekon (YT–141), a diesel-powered tug, was launched by Charleston Navy Yard 29 November 1939; sponsored by Miss Margaret L. Pence; and placed in service 22 March 1940.

Heekon operated at Washington, D.C., during World War II. She was reclassified YTB–141, 15 May 1944 and YTM–141 in February 1962. Following the war she continued to serve as a harbor tug in the Potomac River Naval Command until being sold in early 1963 to Hughes Bros. & Co., New York.

Heermann

Lewis Heermann, born in Kassel, Germany, 3 August 1779 was commissioned Surgeon's Mate in the United States Navy 8 February 1802. On 16 February 1804, during the War with the Barbary States, Stephen Decatur left Heermann in command of the bomb ketch *Intrepid* while he and a fearless band of American seamen boarded the captured frigate *Philadelphia* in Tripoli Harbor, swept her Barbary captors crew overboard, and set the frigate ablaze.

When hostilities with the Barbary States closed in 1805, Heermann returned to the United States but soon took leave of absence to study in Europe until 1808 when he returned to active duty in Norfolk, Va. Largely due to his pleas for better medical care for the men of the Navy, Congress passed a bill authorizing the construction of hospitals at several naval stations, but the first official U.S. Naval Hospitals were not actually built until after Dr. Heermann's death.

He was transferred to New Orleans in August 1811; and, with the exception of a year in the North for his health and an assignment 11 June 1830 in the Mediterranean where he served for an unknown time as Fleet Surgeon of the U.S. Squadron, he remained there until he died in May 1833.

(DD–532: dp. 2,100; l. 376′3″; b. 39′8″; dr. 13′; s. over 30 k.; cpl. 273; a. 5 5″, 10 21″ tt., 6 dcp.; 2 dct.; cl. *Fletcher*)

Heermann (DD–532) was launched 5 December 1942 by the Bethlehem Shipbuilding Co. of San Francisco; sponsored by Mrs. Edward B. Briggs, wife of Lt. E. B. Briggs, USCGR, great grandson of the namesake; and commissioned 6 July 1943, Cmdr. Dwight M. Agnew, USN, in command.

After shakedown training out of San Diego, *Heermann* joined the 5th Fleet 21 October 1943 for the assault on the Gilbert Islands, the second major offensive thrust in the Navy's conquest of Japan's far-flung Pacific empire. She arrived off Tarawa in Rear Admiral Harry W. Hill's Southern Attack Force 20 November. Her guns sank a small enemy craft inside the lagoon and the next 2 days powerfully assisted troops ashore with close-in fire support. With the island secured, she returned to Pearl Harbor for voyage repairs and training which ended 23 January when she sailed in the screen of an attack transport reserve force. The ships steamed east of Kwajalein while Rear Admiral Turner's Joint Expeditionary Force landed on that atoll 31 January. In the ensuing 2 weeks *Heermann* patrolled off Kwajalein and operated in the screen of escort carriers which were launching strikes in support of troops ashore. Then she steamed to Eniwetok Atoll where she joined in the preinvasion bombardment of Japan and Parry Islands, gave close fire support to the troops once they were ashore, and then patrolled off the atoll during mop-up operations.

Heermann set course first for Majuro Lagoon and then Purvis Bay, Florida Island, Solomons and reported to Commander 3d Fleet and Task Force 39, 18 March 1944. For the next month she divided her time between protecting troop and resupply convoys which were occupying Emirau Island and hunting enemy supply barges along the coast of New Hanover.

Back in Port Purvis 3 June, *Heermann* participataed in the bombardment of a tank farm on Fangelawa Bay, New Ireland, 11 June, and then searched for submarines along sealanes leading from the Solomons towards the Admiralties, the Carolines, and the Marshall Islands until 26 June. The summer of 1944 found *Heermann* busy escorting Navy and Merchant shipping to rendezvous where they joined convoys bound for various ports. This duty took her to Espiritu Santo, New Hebrides Islands and Noumea, New Caledonia Island.

Heermann cleared Port Purvis 6 September 1944 with Rear Admiral William D. Sample's escort carrier force that provided air support during the invasion of the Palau Islands. After replenishing at Seeadler Harbor, Admiralty Islands, she sortied 12 October 1944 with a fire support group for the liberation of the Philippine Islands.

Heermann screened transports and landing ships safely to the beaches of Leyte and then joined Rear Admiral Thomas L. Sprague's Escort Carrier Group (Task Group 77.4) which was made up of three escort carrier task units, known as the "Three Taffies" because of their voice

calls: "Taffy 1", "Taffy 2", and "Taffy 3". Destroyers *Hoel* and *Johnston* joined her in screening Rear Admiral Clifton A. F. Sprague's unit, "Taffy 3" which also included his flagship *Fanshaw Bay* (CVE–70) and three other escort carriers.

Dawn of 25 October 1944 found "Taffy 3" east of Samar steaming north as the Northern Air Support Group. "Taffy 2" was in the central position patrolling off the entrance to Leyte Gulf, and "Taffy 1" covered the Southern approaches to the Gulf some 130 miles to the southeast of Heermann's "Taffy 3". At 0645 "Taffy 3's" lookouts observed antiaircraft fire to the northward and within 3 minutes were under heavy fire from Japanese Admiral Kurita's powerful Center Force of four battleships, 6 heavy cruisers, 2 light cruisers, and 11 destroyers. The battle off Samar was thus joined.

The only chance for survival of the little group of light American ships lay in slowing the advances of the enemy warships while withdrawing toward Leyte Gulf and hoped-for assistance. The carriers promptly launched their planes to attack the Japanese vessels, and the escorts promptly set to work generating smoke to hide the American ships.

Heermann, in a position of comparative safety on the disengaged side of the carriers at the start of the fight, steamed into the action at flank speed through the formation of "baby flattops" who, after launching their last planes, formed a rough circle as they turned toward Leyte Gulf. Since smoke and intermittent rain squalls had reduced visibility to less than 100 yards, it took alert and skillful seamanship to avoid colliding with friendly ships during the dash to battle. She backed emergency full to avoid destroyer escort *Samuel B. Roberts* and repeated the maneuver to miss destroyer *Hoel* as *Heermann* formed column on the screen flagship in preparation for a torpedo attack.

As she began the run, dye from enemy shells daubed the water nearby with circles of brilliant red, yellow, and green. *Heermann* replied to this challenge by pumping her 5-inch shells at one heavy cruiser, *Chikuma*, as she directed seven torpedoes at another, *Haguro*. When the second of these "fish" had left the tube, *Heermann* changed course to engage a column of four battleships whose shells began churning the water nearby. She trained her guns on *Kongo*, the column's leader, at whom she launched three torpedoes. Then she quickly closed *Haruna*, the target of her last three torpedoes, which were launched from only 4,400 yards. Believing that one of the "fish" had hit the battleship, she nimbly dodged the salvoes which splashed in her wake as she retired. Japanese records claim that the battleship successfully evaded all of *Heermann's* torpedoes, but they were slowed down in their pursuit of the American carriers. The giant, *Yamato*, with her monstrous 18.1-inch guns, was even forced out of the action altogether when, caught between two spreads, she reversed course for almost 10 minutes to escape being hit.

Heermann sped to the starboard quarter of the carrier formation to lay more concealing smoke and then charged back into the fight a few minutes later, placing herself boldly between the escort carriers and the column of four enemy heavy cruisers. Here she engaged Japanese cruiser *Chikuma* in a duel which seriously damaged both ships. A series of 8-inch hits flooded the forward part of the plucky destroyer, pulling her bow down so far that her anchors were dragging in the water. One of her guns was knocked out but the others continued to pour a deadly stream of 5-inch shells at the cruiser, which also came under heavy air attack during the engagement. The combined effect of *Heermann*'s guns and the bombs, torpedoes, and strafing from carrier-based planes was too much for *Chikuma* who tried to withdraw but sank during her flight.

As *Chikuma* turned away, heavy cruiser *Tone* turned her guns on *Heermann* who replied shell for shell until she reached a position suitable to resume laying smoke for the carriers. At this point plants from Admiral Stump's "Taffy 2" swooped in to sting *Tone* so severely that she too broke off action and fled. The courageous attacks of the destroyers and aircraft thus saved the outgunned task groups.

Heermann retired to Kossol Passage for temporary repairs before getting underway for Mare Island and overhaul which was completed 15 January 1945. She then returned to the Western Pacific to join fast carrier task forces in raids against the Japanese mainland which helped to demoralize the Japanese people and to prepare them for surrender. During the fighting to take Iwo Jima, *Heermann* supported operations ashore by radar and antisubmarine picket duty. On 20 March 1945 she sank a small surface vessel and rescued seven of her crew after she went down. Seven days later she took part in the night bombardment of Minamo Daito Jima. During the Okinawa campaign she took several enemy planes under fire as she guarded carriers which provided air support for troops ashore. On 18 April with the assistance destroyers *Mertz*, *McCord*, *Collett*, and *Uhlmann* and planes from aircraft carrier *Bataan*, *Heermann* sank Japanese submarine *I–56*, a carrier of the dreaded "kaitens", human-guided suicide torpedoes. She continued to support carrier operations off Okinawa until retiring to Leyte Gulf for replenishment and voyage repairs late in June. On 1 July she helped to screen the fast carrier force which devoted the ensuing 5 weeks to almost continuous air strikes and bombardment.

On 15 August 1945 *Heermann* was on radar picket station some 200 miles southeast of Tokyo when, several hours after the announcement of the end of hostilities, a suicide plane emerged from a cloud bank and began to dive in *Heermann*'s direction only to be splashed by the destroyer's alert gunners in one of the final naval actions of World War II. In the following weeks *Heermann* operated in the screen of the fast carrier task force providing air cover and air-sea rescue service while General MacArthur and Admiral Nimitz were preparing to occupy Japan. She entered Tokyo Bay 16 September 1945 and remained in the area to support the occupation forces until 7 October when she sailed for the United States. She decommissioned at San Diego 12 June 1946.

Heermann remained in reserve at San Diego until recommissioning 12 September 1951. After training in local waters and upkeep in San Francisco, she departed San Diego 4 January 1952 for her new base, Newport, R.I., where she arrived 23 January. She spent the year 1952 training in waters stretching from the New England coast to the Virginia Capes, followed by intensive antisubmarine warfare and fleet problems during winter cruising in the Caribbean. She returned to Newport to resume operation along the Northeastern seaboard. After a voyage to Plymouth, England, in June and July 1953, she participated in antisubmarine manuvers between Newport and the Virginia capes.

Heermann departed on a world cruise 3 December 1953. First she sailed for Yokosuka, Japan, by way of the Panama Canal, San Diego, and the Hawaiian Islands. After a 2-day replenishment in Yokosuka, she set course for Okinawa where she acted as part of the escort for 3d Marine Division amphibious warfare landings and conducted barrier patrol in support of the exercise. After more maneuvers took her to Korea, Iwo Jima, and the South Coast of Japan, she returned to Yokosuka which she cleared 22 May 1954 to resume her world cruise, calling at Hong Kong and Singapore on her way to the Suez Canal. In the Mediterranean she visited Port Said, Naples, Villa Franche, and Barcelona before returning to Newport 17 July 1954.

For the next year and a half *Heermann* participated in training exercises along the Atlantic coast. On 1 February she sailed to join the 6th Fleet in exercises along the coast of Lebanon, Israel and Egypt. In April she was invited by Prince Ranier to be in port for his wedding to Miss Grace Kelly 19–24 April 1956. She furnished a 40-man honor guard for the occasion. From Monaco she joined the 6th Fleet off Greece, and then departed for Fall River, Mass., where she arrived 28 May 1956. *Heer-*

mann operated out of Newport until 6 November when she sailed for the Mediterranean where she proved to be a first-rate antisubmarine ship in joint exercises with the Italian Navy. After revisiting Monaco at the invitation of Prince Ranier and Princess Grace, she returned to Fall River 20 February 1957. She served as gunnery schoolship out of Newport until 30 June when she joined *Badger* in the screen of antisubmarine warfare carrier *Leyte* for 2 weeks of air operations for the training of Academy midshipmen. She decommissioned at Boston 20 December 1957 and was assigned to the Boston Group of the U.S. Atlantic Reserve Fleet. On 14 August 1961 she was transferred on a loan basis to the government of Argentina under terms of the Military Assistance Program. She serves in the Argentine Navy under the name *Brown* (D–20).

In addition to the Presidential Unit Citation, *Heermann* received the Philippine Republic Unit Citation Badge and nine battle stars for World War II service.

Heintzelman, General Stuart, see *General Stuart Heintzelman* (AP–159)

Heldenfelds Barge 10, see *YC–1036*

Helen

(Sch : 4 guns)

Helen was purchased at Philadelphia in September 1813 and subsequently used as a despatch vessel on the bays and rivers along the East Coast. She was lost in Delaware Bay in 1815.

Helen, Lake, see *Lake Helen*

Helen B., see *YP–92*

Helen Baughman

A former name retained.

(SP–1292 : dp. 50 ; l. 66′8″ ; b. 18′6″ ; dr. 4′9″)

Helen Baughman, a schooner, was built by Bowns of Nanticoke, Md., in 1894 ; and taken over by the Navy in August 1917 from her owner, the Maryland State Conservation Commission.

Helen Baughman was assigned to the 5th Naval District, and was used for patrol of Chesapeake Bay. Based at Deale, Md., she cruised Herring Bay, Tangier Sound and surrounding areas until being returned to her owner 27 November 1918.

Helen C., see *YP–470*

Helen Euphane

A former name retained.

(SP–403 : dp. 178 ; l. 120′ ; b. 20′4″ ; dr. 7′3″ ; s. 10 k. ; a. 1 1-pdr.)

Helen Euphane, a Menhaden fishing boat, was built by E. J. Tull, Pocomoke City, Md., in 1902 ; purchased from her owners, Eubank Tankard Co., Kilmarnock, Va., 23 May 1917 ; and delivered 5 June 1917. Her first commanding officer was Lt. (j.g.) Rowland G. Foster, USNRF.

Assigned to the 5th Naval District as a minesweeper and patrol boat, *Helen Euphane*, based at Norfolk, operated in Hampton Roads and lower Chesapeake Bay until she was sold back to her original owners 15 April 1919.

Helena

Three outstanding vessels have been named for Helena, capital city of Montana.

I

(Gbt. l. 250′9″ ; b. 40′11″ ; dr. 9′ ; a. 4 4″ r., 4 6-pdrs., 4 11-pdrs., 1 3″ r.)

The first *Helena* was launched by the Newport News Shipbuilding Co., Newport News, Va., 30 January 1896 ; sponsored by Miss Agnes Belle Steele, daughter of the mayor of Helena ; commissioned at New York Navy Yard 8 July 1897, Comdr. W. T. Swinburne in command.

Helena's first assignment was with the North Atlantic Fleet, cruising primarily in home waters. During the Spanish-American War, she stood by in Cuban waters, where she saw action several times. On 2 and 3 July 1898 she exchanged fire with enemy batteries at Fort Tunas. On 18 July she was part of the squadron which closed the port of Manzanillo by sinking or destroying eight small vessels there during a vigorous attack.

The great problem facing the United States at the close of the Spanish-American War was the Philippine Insurrection. To aid in suppressing this rebellion, *Helena* sailed from Boston 3 November 1898, bound for duty on the Asiatic Station, via the Suez Canal, arriving Philippines 10 February 1899. On 21 May 1899 she was present at the evacuation of Jolo by the Spanish and the landing of American troops to replace them. During June she stood by with other vessels in Manila Bay to support the Army during its offensive south of Manila into Cavite Province. One of her landing parties brought troops ashore in an assault which carried strong defenses along the Zapote River 13 June. On 7 November 1899, *Helena* bombarded San Fabian in Lingayen Gulf, and covered the landing of 2,500 troops there. Just 45 years later, American troops would once more storm those beaches while American naval guns boomed in support.

Helena remained in the Far East for the rest of her naval service, engaged in protecting American lives and interests. She served in Chinese waters from October 1900 until December 1902, then returned to the Philippines until March 1903 when she sailed back to the China coast. In December 1904, she moored once more at Cavite in the Philippines, where she was placed out of commission 19 April 1905.

Helena recommissioned 16 July 1906, and cruised on the Asiatic Station until June 1907. From that time on, with intervals for overhaul, *Helena* served both with the South China patrol and Yangtze River Patrol. She was placed in reduced commission 29 June 1929, but continued to serve on the South China Patrol until 27 May 1932 when she was decommissioned and struck from the Navy list. She was sold 7 July 1934.

II

(CL–50 : dp. 10,000 ; l. 608′4″ ; b. 61′8″ ; dr. 19′10″ ; s. 33 k. ; cpl. 888 ; a. 15 6″ ; 8 5″, 8 .50 cal.)

The second *Helena* (CL–50), was launched 27 August 1939 by the New York Navy Yard ; sponsored by Miss Elinor Carlyle Gudger, granddaughter of Senator Thomas J. Welch of Montana ; and commissioned 18 September 1939, Captain Max B. Demott in command.

Helena, assigned to the Pacific Fleet, was at Pearl Harbor on 7 December 1941, when the Japanese attacked. She was moored at 1010 Dock Navy Yard on the east side of the harbor ; outboard was minesweeper *Oglala*. By chance *Helena* was in the berth normally assigned to *Pennsylvania ;* and this became a prime target for the Japanese planes.

Within 3 minutes of the time the first bomb of the attack fell on Ford Island, a lone torpedo plane launched a torpedo that passed under *Oglala*, and hit *Helena* on the starboard side almost amidships, just as the crew raced to battle stations. One engine room and one boiler room were flooded. Wiring to the main and 5-inch batteries was severed, but prompt action brought the forward diesel generator up within 2 minutes, making power available to

USS *Helena* in a mud dock on the Liao River, China, during the winter of 1903 and 1904

all mounts. Immediately, they sent up a heavy fire that keep her free of further damage. Outstanding damage control work, and the fact that watertight integrity was promptly insured by the closing of the doors and hatches throughout the ship, kept *Helena* afloat. Many times later she gave the Japanese occasion to regret their failure to sink her that first day of the war.

After preliminary overhaul at Pearl Harbor, *Helena* steamed to Mare Island Navy Yard for permanent repairs. In 1942, she sailed to enter action, escorting a detachment of SeaBees and an aircraft carrier rushing planes to the South Pacific. She made two quick dashes from Espiritu Santo to Guadalcanal, where the long and bloody battle for the island was then beginning, and having completed these missions, joined the Task Force formed around *Wasp* (CV–7).

This Task Force steamed in distant support of six transports carrying Marine reinforcements to Guadalcanal. On 15 September 1942, in mid-afternoon *Wasp* was suddenly hit by three Japanese torpedoes. Almost at once, she became an inferno. *Helena*, her guns blazing, stood by to rescue nearly 400 of *Wasp*'s officers and men, whom she took to Espiritu Santo.

Helena's next action was near Rennell Island, again in support of a movement of transports into Guadalcanal. Air attacks from Henderson Field had slowed down the Tokyo Express for several days, so 11 October 1942 the Japanese poured everything they could deliver against the airstrip, hoping to neutralize air operations long enough to bring heavy troop reinforcements during the night. The Japanese fleet closed and by 1810 was less than 100 miles from Savo Island.

Helena, equipped with superior radar, was first to contact the enemy and first to open fire at 2346. When firing had ceased in this Battle of Cape Esperance in Iron Bottom Sound, *Helena* had sunk cruiser *Furutaka* and destroyer *Fubuki*.

Helena was next under attack on the night of 20 October 1942 while patrolling between Espiritu Santo and San Cristobal. Several torpedoes exploded near her but she was not hit.

Helena saw the climatic Naval Battle of Guadalcanal from its beginning when she was assigned the job of escorting a supply echelon from Espiritu Santo to Guadalcanal. The ship made rendezvous with the convoy of transports off San Cristobal 11 November 1942, and brought it safely into Guadalcanal. During the afternoon of 12 November, word came from a coast watcher, "enemy aircraft approaching." Immediately suspending unloading operation, all ships stood out to form an antiaircraft disposition. When the attack came, superb maneuvering of the force, and its own antiaircraft fire,

broke up the first attack but the second damaged two ships. *Helena* came through without a scratch, and the task group brought down eight enemy planes in the 8-minute action.

As unloading resumed, an increasing stream of reports flowed in from patrolling aircraft. Ominously, the Japanese forces sighted contained no transports, and their intention was thus read as one of being pure offense. *Helena*, still steaming with Rear Admiral Daniel Callaghan's Support Group, aided in shepherding the transports away from Guadalcanal, then reversed course to fateful "Ironbottom Sound." The night of Friday, 13 November, *Helena*'s radar first located the enemy. In the action that followed, the tropical night was lit again and again by the flashes of her big guns. She received only minor damage to her superstructure during the action. Daylight found a tragic scene in the grisly slot. The weaker American fleet had achieved the goal at heavy cost. Great valor had turned back the enemy and prevented the heavy attack that would have been disastrous to the Marine troops ashore.

Helena found a measure of revenge when she was assigned to the several bombardments of Japanese positions on New Georgia during January 1943. Her guns rocked the enemy at Munda and Vila Stanmore, leveling vital supply concentrations and gun emplacements. Continuing on patrol and escort in support of the bitter Guadalcanal operation through February, one of her float planes shared in the sinking of Japanese submarine *RO–102* 11 February 1943. After overhaul in Sydney, Australia, she was back at Espiritu Santo in March to participate in bombardments of New Georgia, soon to be invaded. The first goal on New Georgia proper was Rice Anchorage. In the force escorting the transports carrying the initial landing parties, *Helena* moved into Kula Gulf just before midnight 4 July, and shortly after midnight on the 5th, her big guns opened up in her last shore bombardment.

The landing of troops was completed successfully by dawn, but in the afternoon of 5 July 1943, word came that the Tokyo Express was ready to roar down once more and the escort group turned north to meet it. By midnight 5 July, *Helena*'s group was off the northwest corner of New Georgia, three cruisers and four destroyers composing the group. Racing down to face them were three groups of Japanese destroyers, a total of ten enemy ships. Four of them peeled off to accomplish their mission of landing troops. By 0157 *Helena* began blasting away with a fire so rapid and intense that the Japanese later announced in all solemnity that she must have been armed with 6-inch machine guns. Ironically, *Helena* made a perfect target when lit by the flashes of her own guns. Seven minutes after she opened fire, she was hit by a torpedo; within the next 3 minutes, she was struck by two more. Almost at once she began to jackknife. Below, she was flooding rapidly even before she broke up. In a well-drilled manner, *Helena*'s men went over the side.

Helena's history closes with the almost incredible story of what happened to her men in the hours and days that followed. When her bow rose into the air after the sinking, many of them clustered around it, only to be fired on there. About a half hour after she sank, two American destroyers came to the rescue.

At daylight, the enemy was in range once more, and again the destroyers, *Nicholas* (DD–449) and *Radford* (DD–446), broke off their rescue operations to pursue. Anticipating an air attack, the destroyers withdrew for Tulagi, carrying with them all but about 275 of the survivors. To those who remained they left four boats, manned by volunteers from the destroyers' crews. Captain C. P. Cecil, *Helena*'s commanding officer, organized a small flotilla of three motor whaleboats, each towing a liferaft, carrying 88 men to a small island about 7 miles from Rice Anchorage after a laborious all-day passage. This group was rescued the next morning by *Gwin* (DD–433) and *Woodworth* (DD–460).

For the second group of nearly 200, the bow of *Helena* was their liferaft, but it was slowly sinking. Disaster was staved off by a Navy Liberator that dropped lifejackets and four rubber lifeboats. The wounded were placed aboard the lifeboats, while the able-bodied surrounded the boats and did their best to propel themselves toward nearby Kolombaranga. But wind and current carried them ever further into enemy waters. Through the torturous day that followed, many of the wounded died. American search planes missed the tragic little fleet, and Kolombaranga gradually faded away to leeward. Another night passed, and in the morning the island of Vella Lavella loomed ahead. It seemed the last chance for *Helena*'s men and so they headed for it. By dawn, survivors in all three remaining boats observed land a mile distant and all who were left were safely landed. Two coastwatchers and loyal natives cared for the survivors as best they could, and radioed news of them to Guadalcanal. The 165 sailors then took to the jungle to evade Japanese patrols.

Surface vessels were chosen for the final rescue, *Nicholas* and *Radford*, augmented by *Jenkins* (DD–447) and *O'Bannon* (DD–450) set off 15 July 1943 to sail further up the Slot than ever before, screening the movement of two destroyer-transports and four other destroyers. During the night of 16 July, the rescue force brought out the 165 *Helena* men, along with 16 Chinese who had been in hiding on the island. Of *Helena*'s nearly 900 men, 168 had perished.

Helena was the first ship to receive the Navy Unit Commendation. Her actions in the Battles of Cape Esperance, Guadalcanal, and Kula Gulf were named in the citation. *Helena* also earned the Asiatic-Pacific Area Campaign medal with seven stars.

The name *Helena* was assigned to CL–113, but construction on that hull was cancelled 5 October 1944.

(CA–75; dp. 13,600; l. 674′11″; b. 70′10″; dr. 20′6″; s. 33 k.; cpl. 1,142; a. 9 8″; 12 5″, 48 40mm., 22 20mm.; cl. *Baltimore*)

The third *Helena* received her name while building after the cancellation of CL–113; was launched at Bethlehem Steel Co., Quincy, Mass., 28 April 1945, sponsored by Mrs. John T. Haytin, wife of the mayor of Helena; and commissioned 4 September 1945, Captain A. H. McCollum in command.

Helena completed her outfitting in the Boston area and sailed 24 October 1945, arriving New York City the next day to take part in the tremendous celebration of the Navy's role in World War II victory that marked Navy Day, 27 October 1945. After two shakedown/training periods at Guantanamo Bay, Cuba, *Helena* returned to Boston in February 1945 to prepare for her first deployment, a round-the-world cruise. *Helena* sailed from Boston 12 February 1946 for England where Admiral H. Kent Hewitt boarded and broke his flag as Commander Naval Forces, Europe, and Commander 12th Fleet. During the next 3 months, *Helena* conducted training exercises in Northern European waters and paid good-will visits to major ports in England and Scotland.

Relieved as flagship 1 May 1946, *Helena* sailed for the Far East via the Suez Canal, calling at major Mediterranean ports, Colombo, Ceylon, Singapore, and arriving Tsingtao 18 June 1946. During her tour in the Far East, *Helena* took part in a wide variety of training exercises and fleet maneuvers until she finally departed Shanghai 22 March 1947 for home after more than a year in foreign waters.

After training operations in California waters *Helena* departed once more for the Far East 3 April 1948, arriving Shanghai 24 days later. Throughout the summer and fall of 1948, she operated primarily in Chinese waters, returning to Long Beach December 1948.

Helena spent much of the spring of 1949 in training a new crew and in May cruised to train Naval Reservists, returning to Long Beach for a conversion necessary to

equip her to carry a helicopter. During July and August 1949, *Helena* took part in a 6-week at sea training cruise for men of the Naval Reserve Officers' Training Corps to the Galapagos Islands and Panama. She then took part in Operation "Miki," a joint Army-Navy amphibious training exercise in the Hawaiian Islands conducted in November.

Helena then proceeded via Yokosuka and Hong Kong to the Philippines where she conducted training exercises. She returned to Japan in January 1950, and soon after experienced the highlights of her service as flagship of the 7th Fleet when the Joint Chiefs of Staff, then touring the Far East, embarked 2 February 1951. During the remainder of her Far Eastern tour she carried out a schedule of large scale fleet exercises off Okinawa, and visits to Japanese ports. She departed for the United States 21 May 1950.

Helena's schedule called for a summer spent in Long Beach, followed by overhaul at San Francisco. Suddenly came word of the communist aggression in Korea. Hurriedly she prepared for sea; and, on 6 July 1950, sped westward. Stopping at Pearl Harbor only to take on ammunition, she plowed across the Pacific and into action on the east coast of Korea. On 7 August, she first unleashed her guns on an enemy target—the railroad marshalling yards, trains, and power plant near Tanchon.

Serving as flagship of the Bombardment Task Group, *Helena* pounded enemy positions, aiding immeasurably in keeping the invaders off balance and preventing them from mounting a formidable drive, as United Nations forces prepared to take the offensive. Operations such as hers provided the diversion necessary to cover the powerful amphibious assault into Inchon, 15 September 1950. Later, *Helena* provided gunfire support for Korean troops pushing the invaders north along the east coast, and it was *Helena*'s concentrated firepower that aided in creating a diversion at Samchok, and in the recapture of Pohang.

Valuable as she was in Korean waters, *Helena* could no longer put off overhaul and in November 1950 she arrived at Long Beach to prepare for the now twice-postponed yard period.

After her overhaul, she reported for duty at Sasebo 18 April 1951, and was assigned to Task Force 77, the fast carrier group making daily air strikes against the enemy. While operating as heavy support for the carriers, *Helena* was often detached to pound shore targets. During June 1951, she was occupied almost continually in interdiction fire at targets along the east coast of Korea, then returned to the Task Force. At twilight on a day late in July, *Helena* was straddled, then hit by shore gunfire. Damage was light, and swiftly twisting around the harbor in the maneuver which came to be called "the war dance", *Helena* delivered rapid continuous fire that destroyed seven enemy gun positions and an ammunition dump. After a short respite at Yokosuka, she returned again to the Task Force, but was soon detached for special duty supporting a massive air strike on supply depots and railroad marshalling yards at Rashin, acting as radar picket.

Helena's accurate gunnery was next sought by the 8th Army, for whom she fired at 13 targets along the bombline in aid of advancing infantry. Her support to ground forces continued with missions fired for United States Marines and Korean Army units. On 20 September 1951 she returned to Yokosuka. Here, at a ceremony on her decks, President Syngman Rhee of Korea presented to Task Force 95 the first Korean Presidential Unit Citation awarded to a naval unit. *Helena* received the award for her operations in the fall of 1950.

After rejoining the Task Force, *Helena* was ordered to duty as fire support vessel in the Hungnam-Hamhung area. With her helicopter providing its usual efficient spotting, she fired with great success on rail and highway bridges, marshalling yards and gun positions for the next 2 weeks.

Helena returned to Long Beach 8 December 1951 and her entire battery of nine 8-inch guns was replaced. In February, she commenced training for return to the Far East. One of the highlights of this training period came 14 to 23 February 1952 when she took part in "Lex Baker One", the largest scale training exercise held since the outbreak of the Korean war. Over 70 ships and 15,000 sailors and Marines took active part in this operation.

Helena arrived once again at Yokosuka 8 June 1952 and the next day was underway to rendezvous with Task Force 77 off the coast of Korea. For 5½ months her mission again was to burn buildings, destroy gun positions, and smash transportation facilities; all were left in her wake after shore bombardments. She also performed air rescue of pilots, two of which were deep in enemy territory.

On 24 November 1952, *Helena* was relieved of her normal duties at Yokosuka and 5 days later sailed on a special mission. She called first at Iwo Jima where on 1 December Admiral Arthur W. Radford, Commander in Chief Pacific Fleet, boarded the ship by helicopter to visit briefly. Two days later she proceeded to Guam, where President-Elect Dwight D. Eisenhower, with several of his prospective cabinet members, and Admiral Radford embarked for passage to Pearl Harbor. Top-level policy conferences were held on board. *Helena*'s distinguished passengers disembarked at Pearl Harbor 11 December 1952 and she returned to Long Beach 16 December.

Helena departed for the Far East 4 August 1953 to join Task Force 77 on security patrol in the Sea of Japan and after another voyage to the United States for upkeep and training, rejoined the 7th Fleet at Yokosuka as flagship on 11 October 1954. *Helena* spent much of her time in waters off Taiwan. The highlights of *Helena*'s service during this tour of duty came in February 1955 during the evacuation of the Tachen Islands. These off-shore islands posed a possible point of contention between the Nationalist and Communist Chinese; and it was determined to neutralize them by means of evacuation. On 6 February came the "execute" from President Eisenhower, and the fleet, led by *Helena*, got underway. By 1500 on 9 February 1955, with *Helena* on watchful patrol, all civilians had been removed to safety from the islands—a total of 18,000 people. Early on 12 February the remaining 20,000 Nationalist troops were removed and, as *Helena* steamed on rear guard patrol, the Task Force sailed south.

After 6 months' training in home waters, *Helena* again sailed for Yokosuka, arriving 25 January 1956. During the 6 months of this tour of duty, she once more operated primarily in the Taiwan area and briefly in Philippine waters on exercises. She returned to Long Beach 8 July.

Exercises, which included firing of the Regulus I missile from *Helena*'s launching gear, continued for 9 months; then she headed for another Far East tour 10 April 1957. During the ensuing tour of duty, she played her flagship role fully, combining sea power and diplomacy.

Helena returned to Long Beach 19 October. Following major overhaul completed 31 March 1958 and intensive training, including missile launching, she again sailed west.

Helena's 1958 cruise in the Far East began 3 August. Her first port of call was Keelung, Taiwan, arriving 21 August. Next day students and faculty of the Taiwan National Defense College were received on board for a tour of the ship. Her schedule next called for a visit to Manila, but the crisis brought on by the Chinese Communist shelling of the off-shore islands governed by the Nationalists interrupted normal operations.

During the next weeks, *Helena* patrolled the troubled area. On 7 September she steamed to within 10 miles of the Chinese mainland, covering Chinese Nationalist supply ships replenishing Quemoy Island. While on this duty, she was illustrating once more the fact that the mere presence of the overwhelming naval strength of the United States is one of the most formidable protections the free world has in determining such aggression.

On 9 October 1958, while off the Philippines, word flashed to *Helena* to proceed to the aid of a stricken Norwegian merchant vessel, *Hoi Wong*, aground on Bombay Reef in the Paracel Islands. *Helena* reached the scene

at 1000, 10 October 1958. Her helicopters rescued men, women and children, whom she transported to Hong Kong. Her men had skillfully and courageously carried out a difficult humanitarian mission, another contribution to strengthening American relationships with Asian nations. *Helena* resumed patrol and readiness operations until her return to Long Beach 17 February 1959.

On 5 January 1960 *Helena* departed for the Western Pacific in company with *Yorktown* and her escort of Destroyer Squadron 23. Visits to Korea and to Taiwan prefaced her participation in Operation "Blue Star," one of the largest peacetime amphibious exercises in our history.

After a period in Japan, *Helena* sailed with *Ranger* and *Saint Paul* to Guam. On 24 April 1960, *Helena*, in company with destroyers *Taylor* and *Jenkins*, set sail for Australia. She then returned to Long Beach and from June until November underwent extensive overhaul. In mid-January 1961 she became the permanent flagship of Commander, 1st Fleet.

On 17 May 1961, led by the *Helena*, 12 1st Fleet ships put on a firepower demonstration for more than 700 members of the American Ordnance Association. In June, *Helena*, with eight guests of the Secretary of the Navy on board, cruised to Portland, Oreg., for the Rose Festival.

During the next months, *Helena* joined in Exercise "Tail Wind," rendezvousing with cruiser *Los Angeles*, the guided missile frigate *Coontz* and their destroyer escort to form the largest "Fleet Sail" in 4 years. *Helena* visited major ports of the Far East, rode out Typhoon Olga off Hong Kong, then returned to San Diego 6 October, soon to participate in Exercise "Covered Wagon." During the remainder of the year, *Helena* participated in a major fleet demonstration observed by the Chief of Naval Operations, Admiral George W. Anderson. Her last operations of the year was Exercise "Black Bear."

During 1961 and 1962, *Helena* operated in West Coast and western Pacific waters, taking part in several amphibious operations with ships of the 1st Fleet and elements of the 1st Marine Division and 3d Marine Air Wing. *Helena* embarked foreign and staff officers from the Naval War College March 1962, and two groups of Navy League members on orientation cruises in June and August.

As the year ended, *Helena* was scheduled for inactivation at Long Beach Naval Shipyard. On 18 March 1963, Commander 1st Fleet shifted his flag to *Saint Paul*. *Helena* was placed out of commission in Reserve 29 June 1963. *Helena* was transferred in June 1963 to San Diego, Calif., where she remains.

For her service in the Korean conflict, she was presented the Presidential Unit Citation of the Republic of Korea and the Korean Service Medal with four stars.

Observers depart USS *Helena* (CA–75) to spot gun fire in Korea 15 October 1950

Helena I

(SP–24: dp. 9; l. 43′; b. 10′; dr. 3′; s. 10 k.; a. 1 mg.)

Helena I, a wooden motor yacht, was built in 1906 by Van Sant Brothers, of Port Republic, N.J., and acquired by the Navy from Dr. W. G. Hall, Trenton, N.J., in May 1917. Assigned to the 7th Naval District, she was taken to Key West, Fla., and commissioned there 7 September 1917, Otis Curry, QM 2/c in command.

Helena I operated as a harbor and coastal patrol boat in the vicinity of Key West until being decommissioned and sold 27 August 1919. Before she could be delivered to her new owner, however, the boat was wrecked 11 September 1919 in a hurricane, and was stricken from the Navy List 4 October 1919.

Helenita

A former name retained.

I

(SP–210: dp. 304; l. 187′; b. 21′; dr. 8′6″; s. 16 k.; a. 2 3″)

The first *Helenita* was a yacht built by Gas Engine & Power Co., Morris Heights, N.Y., acquired by the Navy from Frank J. Gould August 1917, and commissioned 17 October 1917 at Morris Heights, N.Y.

Originally intended for foreign service, *Helenita* sailed from Newport, R.I., to Bermuda 4 November, and until 1 January 1918 engaged in patrol, search, and dispatch service out of Bermuda. Found to be too lightly built for sea service, she was sent back to the United States, arriving 10 January 1918 at Charleston. *Helenita* then entered Philadelphia Navy Yard 17 January for extensive repairs.

Subsequently, *Helenita* was assigned briefly in May to New London, Conn., and New York, moving to Base 2, Delaware Bay, as a patrol vessel in June. She continued on this duty until sent to Norfolk for repairs 6 August to 26 November 1918. Returning to New York in May, 1919, *Helenita* decommissioned and was simultaneously returned to her owner 17 June 1919.

II

(YP–2230: l. 45′; b. 11′8″)

The second *Helenita* was a small wooden motor boat acquired by the Navy in 1919, probably from the Marine Aviation Corps. She was used as a district patrol craft in the 5th Naval District, Norfolk, Va., from February to August 1919, after which she was transferred to the City of Norfolk Department of Public Safety. Transferred 30 August, *Helenita* served the city until 1 December 1922, when she was returned to the Navy at Norfolk. She was finally sold to H. W. Bleckley, Milwaukee, Wis., 22 June 1923.

Helianthus

A former name retained.

(SP–585: dp. 37; l. 64′; b. 13′6″; dr. 3′3″; s. 10 k.; a. 1 1-pdr.)

Helianthus, a motor boat, was built by Herreshoff Manufacturing Co., Bristol, R.I., in 1912, and acquired by the Navy from N. A. Herreshoff; delivered 11 June 1917 and commissioned 6 July 1917, Boatswain T. H. Rich in command.

Helianthus was assigned to the 2d Naval District as a section patrol craft, and operated on Harbor Patrol and Harbor Entrance Patrol in Narragansett Bay and Newport, R.I. She was transferred 28 March 1919 to the Coast and Geodetic Survey.

Helios

The Greek sun-god, represented as driving a four-horse chariot through the heavens.

(ARB–12: dp. 1,781; l. 328′; b. 50′; dr. 11′2″; s. 12 k.; cpl. 286; a. 8 40mm.; cl. *Aristaeus*)

Helios (ARB–12), formerly *LST–1127*, was launched 14 February 1945 by the Chicago Bridge & Iron Co., Seneca, Ill.; sponsored by Mrs. Emery Adams; and commissioned as *LST–1127*, 26 February 1945, Lt. Adam W. Melohusky in command.

Helios sailed down the Mississippi and around to Baltimore where she decommissioned 16 March 1945. She was then converted to an ARB by the Maryland Drydock Co., of Baltimore. *Helios* recommissioned 23 July 1945, Lieutenant Melohusky in command, and proceeded to Chesapeake Bay for her shakedown. Ordered to the Pacific, the battle-damaged repair ship sailed from Norfolk 27 August. By the time she reached Pearl Harbor 29 September, the long war had come to its end and *Helios*'s services were no longer needed. Sailing 11 October, she reached Charleston a month later and from there sailed to the Inactive Fleet Berthing Area at Green Cove Springs, Fla. *Helios* decommissioned there 3 December 1946 and remained in reserve until leased to the government of Brazil 19 January 1962 as *Belmonte*.

Heliotrope

An herb of the genus heliotropium.

(SwStr: t. 239; l. 134′; b. 24′6″; dph. 6′8″; s. 6 k.; a. 1 12-pdr.)

Heliotrope, a wooden steamer, was originally named *Maggie Baker*, and was purchased by the Navy from her owner, Stacey Pitcher, at New York 16 December 1863. Renamed *Heliotrope*, she commissioned at New York Navy Yard 24 April 1864.

Heliotrope was assigned initially to the North Atlantic Blockading Squadron, and sailed soon after her commissioning to Hampton Roads, Va., where she served as a tug and ordnance boat. She continued this duty with occasional patrols up the James River, until her transfer to the Potomac Flotilla 23 January 1865.

Heliotrope reported for her new duties early in February, and participated 6–8 March in a joint expedition up the Rappahannock River to Fredericksburg. In cooperation with Army units, *Heliotrope* and the other gunboats succeeded in destroying railroad facilities, a large quantity of track, and a depot of army supplies. Returning to routine patrolling in the Potomac, she embarked with other gunboats on another expedition 16 March, sending her small boats with about 50 men up Mattox Creek. Three schooners and various types of supplies were captured or destroyed on this 2-day foray.

The small gunboat continued her vital work of Choking off Confederate supplies in the Potomac River area until mid-April, when she steamed for New York, arriving 20 April. *Heliotrope* decommissioned 12 January 1865 and was sold 17 June to the Department of the Treasury for use with the Lighthouse Service.

Heliotrope, see *Surprise* (PG–63)

Hell Gate, see *YM–15*

Helm

James Meredith Helm, born 16 December 1855 at Grayville, Ill., graduated from the Naval Academy in 1875. He served in various ships and abroad until the Spanish-American War, when he commanded gunboat *Hornet*. In the blockade of Cuba, he captured a Spanish steamer

and three contraband schooners, and was advanced five numbers in grade for outstanding performance at the Battle of Manzanillo 30 June 1898. Helm subsequently commanded *Idaho* and *Wabash*. During World War I, Rear Admiral Helm was Commandant of the 4th Naval District and received the Navy Cross for his achievements. He retired 16 December 1919 and died 28 October 1927.

(DD-388: dp. 1,850; l. 341'4"; b. 35'5"; dr. 10'4"; s. 35 k.; cpl. 158; a. 4 5", 4 .50 cal., 16 21" tt.; cl. *Gridley*)

Helm (DD-388) was launched by Norfolk Navy Yard 27 May 1937; sponsored by Mrs. J. M. Helm, widow; and commissioned 16 October 1937, Lt. Comdr. P. H. Talbot in command.

After shakedown *Helm* operated in the Caribbean until March 1938. Following summer exercises, she was attached to the newly formed Atlantic Squadron 1 October 1938. Early in 1939 she deployed with Carrier Division 2 in the Caribbean for the annual fleet problem, developing tactics and doctrine so vital in the war which was to come. Transferred to the West Coast in May 1939, *Helm* engaged in fleet exercises and screening maneuvers out of San Diego and the Hawaiian Islands. This duty continued through the troubled months of 1941, and on the morning of 7 December *Helm* was underway in West Loch Channel, Pearl Harbor when the Japanese planes struck. The destroyer manned her guns and brought down at least one of the attackers while she was strafed and slightly damaged by two bombs close aboard. After the attack, she joined the task group of carrier *Saratoga*, just arrived from San Diego and served as screening ship and plane guard.

The destroyer sailed 20 January on a special mission to rescue Department of the Interior workers from Howland and Baker Islands. Using her whaleboat *Helm* brought off six men from the two islands 31 January. She was attacked by a Japanese patrol bomber later that day. Her gunners drove off the attacker and the ship returned to Pearl Harbor 6 February.

Following a round trip voyage to San Diego, *Helm* departed Pearl Harbor 15 March escorting an advance base party to the New Hebrides. She arrived Efate 19 March and for the next few weeks escorted ships in that area while U.S. bases were consolidated. She rescued 13 survivors from SS *John Adams* on 9 May and 4 from oiler *Neosho*, sunk in the Battle of the Coral Sea on 17 May. These men were taken to Brisbane, Australia, where *Helm* joined British Rear Admiral Crutchley's Task Force 44 on 19 May.

For the next 2 months *Helm* performed escort duty along the Australian Coast. The fleet was then assembling for the first offensive amphibious operation in the Pacific, the capture of Guadalcanal. *Helm* departed Auckland, New Zealand, 22 July for the Fiji Islands. Following practice landings Adm Turner's fleet suddenly struck Guadalcanal and Tulagi, arriving off the beaches 7 August and catching the Japanese completely by surprise. The destroyer screened the transports as troops disembarked, shooting down several attacking aircraft during the first 2 days.

With cruisers *Vincennes*, *Quincy*, and *Astoria*, *Helm* patrolled the waters around Savo Island the night of 7 August and, as night fell 8 August, the four ships and destroyer *Wilson* took up patrol between Savo and Florida Islands. Another group of two cruisers and two destroyers patrolled to the south, and picket destroyers *Blue* and *Ralph Talbot* were stationed to the northwest of Savo Island. A fateful combination of circumstances had allowed Admiral Mikawa's cruisers and destroyers to approach Savo Island undetected. Failures in search and identification had prevented early analysis of the dangerous situation, and the inadequate two-ship screen off Savo Island had not warned of the Japanese ships. The alarm was sounded by destroyer *Patterson* at about 0143, just seconds before two torpedoes ripped into HMAS *Canberra* in the southern group. Soon both formations of cruisers were battling the fierce Japanese attack. *Helm*, on the port bow of *Vincennes*, turned back to help the stricken cruisers. She stood by *Astoria*, brought survivors to transports off Guadalcanal, and withdrew with the remainder of the force to Noumea 13 August. The Battle of Savo Island was a disaster, but even in defeat the ships had prevented the Japanese from attacking the vulnerable transports at Guadalcanal. Much desperate fighting followed but the Americans had come to stay.

For the next few weeks *Helm* remained in the dangerous waters near Guadalcanal, escorting transports and patrolling. She sailed to Brisbane 7 September and departed next day to provide escort protection for transports between Australia and New Guinea, where another bitter struggle was in progress. The veteran destroyer remained on this duty for some months, escorting LST's to Woodlark Island for an unopposed landing in June 1943 and protecting the important base at Milne Bay. As MacArthur's army prepared to move into New Britain under naval cover, *Helm* bombarded Gasmata 29 November 1943 and sortied from Milne Bay again 14 December under Admiral Crutchley for the capture of Cape Gloucester. *Helm* helped in the pre-invasion bombardment, fired close support missions after the initial landings, and performed screening duties as transports unloaded. The operation by Admiral Barbey's VII Amphibious Corps was a smooth and successful one, and, as soon as the position was secured, *Helm* and the rest of Admiral Crutchley's fleet moved to Saidor, where Admiral Barbey performed one of his famous amphibious "hops." The destroyer screened the cruiser force as it prevented attack by surface and air forces from seaward.

Helm continued her escort duty in the Guadalcanal and Milne Bay areas until departing 19 February 1944 for Pearl Harbor. The ship proceeded thence to Mare Island Navy Yard escorting battleship *Maryland*, and arrived 4 March.

Helm departed San Francisco 5 May. After arrival Pearl Harbor 5 days later she engaged in refresher training in Hawaiian waters. She arrived Majuro 4 June and Kwajalein 7 June to join the naval force assembling for the next step in America's amphibious sweep across the Pacific, the invasion of the Marianas. She joined Vice Admiral Mitscher's famed Task Force 58 and sailed with it from Kwajalein 7 June. The fast carrier group guarded the western approaches to the islands 11 to 13 June and provided air support for the landings, which were carried out by Admiral Kelly Turner's amphibian 1,000 miles from the nearest advance base at Eniwetok. The carrier task forces returned from a strike on the Bonin Islands 18 June and deployed to repel the Japanese fleet as it closed the Marianas for a decisive naval battle. The great fleets approached each other 19 June for the biggest carrier engagement of the war. As four large air raids hit the American fleet formation, fighter cover from *Helm*'s task group and surface fire from the ships annihilated the Japanese planes. With able assistance from American submarines, Mitscher succeeded in sinking two Japanese carriers while inflicting such staggering losses on the enemy naval air arm that the battle was dubbed the "Marianas Turkey Shoot." Admiral Spruance had succeeded in protecting the invasion force in a battle the importance of which was well understood by the Japanese. Admiral Toyoda had said 15 June: "The fate of the Empire rests on this one battle," repeating the words of Admiral Toga at Tsushima.

Following the decisive Battle of the Philippine Sea, *Helm* and the fast carriers turned their attention to neutralizing the enemy bases on the Bonin and Volcano Islands and supporting the invasion of Guam. The mobile carrier groups, screened by destroyers and cruisers, also began attacks on the Palau Islands 25 July. With occasional respite at Eniwetok or Ulithi, the carriers attacked Iwo Jima and other islands in the western Pacific until well into September. *Helm* sank a small Japanese freighter off Iwo Jima 2 September and later that day surprised and sank a small cargo ship.

Helm and her carrier group arrived Seeadler Harbor 21 September 1944. They sortied again 24 September; and, after ground support strikes in the Palaus, rendezvoused with the entire task force seventeen carriers with their supporting and screening vessels—for an important sweep to the west. Strikes were launched against Okinawa 10 October; after which the carriers turned to their real objective, the airfields and military installations on Formosa. In a devastating 3-day attack carrier planes did much to destroy that island as a supporting base for the Japanese in the battle of the Philippines and other invasions to come. Enemy planes retaliated with heavy and repeated land-based attacks. *Helm* brought down one bomber with her 5-inch guns 13 October and assisted in shooting down several more.

Following the Formosa Air Battle, a convincing demonstration of the power and mobility of sea power, Task Force 38 returned to the east coast of Luzon to strike enemy air bases in the Philippines to neutralize Japanese air power during the invasion of Leyte. By 24 October it was clear that the assault on Leyte had called forth one final effort on the part of the Japanese to destroy the American fleet. Its three major fleet units moved toward the Philippines. The Northern Group was to lure the American carriers northward away from Leyte, before the others converged on the assault area in Leyte Gulf for a two-pronged death blow. In for the historic Battle of Leyte Gulf, *Helm* with Rear Admiral Davison's Task Group 38.4 turned her attention toward Admiral Kurita's Center Force. Planes from the carriers struck the Japanese ships near mid-day in the Battle of the Sibuyan Sea, sinking giant battleship *Musashi* and damaging other heavy ships.

While two of the other phases of this great battle, the Battle off Samar and the Battle of Surigao Strait, were being fought, Halsey took the carrier groups north to engage the powerful fleet of Admiral Ozawa. Screened by *Helm* and other surface units, the carriers made air contact 25 October and, in a series of devastating strikes, sank four Japanese carriers, and a destroyer. The great sea battle was thus ended, with the invasion of Leyte secured and the Japanese fleet no longer an effective fighting unit.

Helm and the carriers resumed direct support of ground operations on Leyte 26 October. In addition to air attacks by land-based Japanese aircraft, the group also experienced submarine attack 28 October. *Helm* and companion destroyer *Gridley* made a contact around noon and, as the carriers cleared the area, the two ships dropped depth charges and sank *I–46*. Two carriers, *Franklin* and *Belleau Wood*, were damaged 30 October by suicide planes. That night the group retired toward Ulithi, where it arrived 2 November after over 2 months of almost continuous service.

Departing Ulithi again 5 November, *Helm* and her carrier group returned to the Philippines for strikes against Japanese shipping and shore targets, returning the 20th. *Helm* was then detached from Task Group 38.4 and steamed from Ulithi for Manus the 26th. Arriving 2 days later, the ship began preparations for the next important amphibious operation in the Philippine campaign, the landings at Lingayen Gulf on Luzon. *Helm* departed 27 December with a large task group bound for Lingayen Gulf; and, as the ships entered the Sulu Sea, heavy air attacks began. The Japanese, hitting with their only remaining weapon, struck with suicide planes 4 January and sank escort carrier *Ommaney Bay*. Gunfire from *Helm* and the other screening ships took a heavy toll of the attackers. From 6 to 17 January the destroyer operated with carriers west of Lingayen Gulf providing air support for these important landings. The ships departed 17 January and arrived Ulithi 6 days later.

As the great naval task force assembled for the invasion of Iwo Jima, next stop on the island road to Japan, *Helm* sailed 12 February in the screen of a group of escort carriers, arriving off the volcanic island fortress 16 February. She screened the carriers during the important preliminary strikes and protected them while they lent close support to the invasion, which began on the 19th. The carrier groups were hit repeatedly by desperate air attacks, with *Helm* and the other destroyers accounting for many suicide and torpedo planes. When escort carrier *Bismarck Sea* was sunk, in a massive suicide attack 21 February, *Helm* rescued survivors and brought them to the transport anchorage next day.

The veteran destroyer continued screening operations off Iwo Jima until 7 March when she steamed toward Leyte for repairs. She was soon underway again, however, for the last and largest of the Pacific amphibious operations, the invasion of Okinawa. Sailing 27 March, she joined escort carrier groups off the island for preinvasion strikes; and, after the historic assault 1 April, for ground support operations. During her stay off Okinawa the destroyer shot down many suicide planes which menaced the carriers during fanatical, last-ditch efforts by the Japanese to repel the invasion. *Helm* steamed to Leyte 19 June with Okinawa secured.

Following the Okinawa operation *Helm* served as an escort and patrol ship out of Ulithi and Leyte, and helped to search for survivors of ill-fated *Indianapolis* 3 to 6 August 1945. The ship was steaming toward Ulithi from Okinawa when the war ended 15 August. She returned to Okinawa and finally to Iwo Jima to join the Bonins patrol, for air-sea rescue work until 8 September. The destroyer then sailed to Sasebo, Japan, where she served as shipping guide and patrol vessel until returning to Okinawa 26 September. After another stay in Japan, the ship departed for Pearl Harbor and San Diego 29 October. She returned to the United States 19 November, then sailed back to Pearl Harbor where she decommissioned 26 June 1946. *Helm* was used that summer as a target ship during the historic Operation "Crossroads" atomic tests in the Pacific, and her hulk was sold to Moore Dry Dock Co., Oakland, Calif., in October 1947 for scrapping.

Helm received 11 battle stars for World War II service.

Helma, see *YHB–14*

Helori

A former name retained.

(SP–181: dp. 90; l. 92′4″; b. 15′8″; dr. 5′6″; s. 12 k.; cpl. 17; a. 2 3-pdr.)

Helori, a motor boat, was built by Johnson Brothers & Blanchard, Seattle, Wash., in 1911, and purchased from her owner, Omar J. Humphrey, of Seattle, 23 April 1917. She commissioned 21 May 1917 at Puget Sound Navy Yard, Washington.

Assigned to the 13th Naval District, *Helori* operated out of Puget Sound Shipyard training crews for sub chasers and performing guard duty. She made frequent trips to and from Bremerton and Seattle. In 1920, her designation was changed to YP–181, district patrol craft, and she continued to serve the 13th Naval District in that capacity until she was sold 17 September 1925.

Helori, see *YP–181*

Helvetia

A former name retained.

(SP–3096: dp. 499; l. 157′4″; b. 36′2″; dr. 12′)

Helvetia, a schooner, was built by I. L. Snow & Co., Rockland, Maine, and purchased by the Navy from her owner, R. K. Snow. She was taken over and simultaneously commissioned 19 July 1918 at Norfolk, Va.

Initially assigned to the 5th Naval District, *Helvetia* acted as a stores and mother ship for submarines at Norfolk until November 1918, when she was transferred to

New London for duty with Submarine Force, Atlantic Fleet. She was repurchased by her former owners in February 1919.

Hemlock, see *YC–1137*

Hemlock II, see *YC–1138*

Hemminger

Cyril Franklin Hemminger enlisted in the Navy 26 May 1920. Working his way up through the ranks, he was appointed Boatswain 3 April 1942 and reported to cruiser *Astoria* for duty in the Pacific 8 days later. Hemminger was commissioned Ensign 15 June 1942 and in the early stages of the Guadalcanal Campaign, was killed during the Battle of Savo Island.

(DE–746: dp. 1,240; l. 306'; b. 36'8"; dr. 8'9"; s. 21 k.; cpl. 186; a. 3 3", 2 40mm., 10 20mm., 3 tt.; 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Cannon*)

Hemminger (DE–746) was launched 12 September 1943 by Western Pipe & Steel Co., San Francisco; sponsored by Mrs. Sue Frances Hemminger, widow; and commissioned 30 May 1944, Lt. Comdr. J. R. Bodler, USNR, in command.

Shakedown completed, *Hemminger* reached Pearl Harbor in August 1944 to train submarines for war patrols. She also patrolled between Pearl and Eniwetok and worked in hunter-killer antisubmarine operations. On 28 February 1945 while on a HUK mission with *Corregidor* and CortDiv 53, the destroyer escort was diverted to participate in the fruitless search for Lieutenant General M. F. Harmon, Commander Army Air Forces Pacific, whose plane had disappeared. After patrol duty in the Marshall Islands, *Hemminger* sailed 30 April to escort a resupply convoy to Okinawa, where battle still raged. From 16 May to 20 June, she acted as screen for a carrier group engaged in neutralization of Sakishima Gunto and supported ground forces on Okinawa as well as the air attack on Kyushu.

Hemminger joined CortDiv 53 and *Kassan Bay* for further hunter-killer patrol around Guam and Eniwetok until sailing for the Philippines 27 September. Detached from the Pacific Fleet, *Hemminger* reached Norfolk 2 December via Saipan, Pearl Harbor, San Diego, and the Panama Canal. Training out of Green Cove Springs, Fla., occupied *Hemminger* until she decommissioned there 17 June 1946 and went into reserve.

After a period of duty with the reserve training program, *Hemminger* recommissioned at Norfolk 1 December 1950. In the following years her career assumed a pattern of local operations along the coast punctuated by reserve training cruises to Canada and the Caribbean. One reserve cruise in June 1952 took *Hemminger* to Lisbon, while others saw her at Rouen, France; Barranquilla, Colombia; Cadiz, and New Orleans.

Hemminger also participated in several fleet exercises and worked with the Turkish submarine *Gur* in August 1954. Departing Little Creek, Va., 23 November 1957 she reported to New York Naval Shipyard for inactivation. *Hemminger* decommissioned there 21 February 1958 and joined the Atlantic Reserve Fleet. She was loaned to Thailand 22 July 1959 under the Military Assistance Program, and serves the Royal Thai Navy as *Pin Klao.*

Hempstead

AVP–43 was named for a bay off the coast of New York, APA–241 for a county in Arkansas.

Hempstead (AVP–43) was under construction by Lake Washington Shipyard, Houghton, Wash., but was cancelled 22 April 1943.

Hempstead (APA–241) was to be built by Oregon Shipbuilding Corp., Portland, Oreg., under Maritime Commission contract. The contract was cancelled 27 August 1947.

Henderson

The first *Henderson* (AP–1) was named for Archibald Henderson, who was born in Fairfax County, Va., 21 January 1783, and was appointed a Second Lieutenant in the Marine Corps 4 June 1806. He served in *Constitution* during her famous victories in the War of 1812. He was appointed Colonel Commandant of the Marine Corps 17 October 1820. Colonel Henderson served in the field during the Indian Wars and held the post of Commandant for 38 years, longer than any other man. Under his leadership the Corps developed into a formidable arm of the nation's naval forces. General Henderson died suddenly 6 January 1859.

The second *Henderson* (DD–785) was named for Lofton R. Henderson, who was born in Cleveland 24 May 1903 and graduated from the Naval Academy in 1926. Prior to World War II he served in China, and various Caribbean stations, and on carriers *Langley, Ranger* and *Saratoga.* Major Henderson was posthumously awarded the Navy Cross for his heroism at the historic Battle of Midway, one of the decisive battles of history in which the leadership of the fleet commander and the valor of a handful of pilots changed the course of the war. While his plane was leading 16 Marine Corps planes in a glide bombing attack on carrier *Hiryu,* the left wing burst into flames as he began his final approach. Henderson continued the attack and perished as his plane dived toward the enemy carrier. Henderson Field, Guadalcanal, was named in his honor.

(AP–1: dp. 7,750; l. 483'10"; b. 61'1"; dr. 16'2"; s. 14 k.; cpl. 233; trp. 1,695; a. 8 5", 2 3", 2 1-pdr.)

The first *Henderson* (AP–1) was launched by Philadelphia Navy Yard 17 June 1916; sponsored by Miss Genevieve W. Taylor, great-granddaughter of General Henderson; and commissioned at Philadelphia 24 May 1917, Lt. C. W. Steel in command.

Henderson arrived New York 12 June 1917 and sailed 2 days later with Rear Admiral Gleaves' cruiser and transport force, which carried units of the A.E.F. to France. In her holds she had space for 1,500 men and 24 mules. Reaching St. Nazaire 27 June she disembarked troops and returned to Philadelphia 17 July 1917. Subsequently, *Henderson* made eight more voyages to France with troops and supplies for the allies in the bitter European fighting. She established two large base hospitals in France during 1917. In constant danger from submarines, the transport was steaming near Army transport *Antilles* 17 October 1917 when the latter was torpedoed and sunk. *Henderson* escaped attack by wrapping herself in an envelope of smoke. But torpedoes were not her only danger; and on her seventh voyage to France a serious fire broke out in a cargo hold. Destroyers *Mayrant* and *Paul Jones* transferred her troop passengers to nearby transports without loss of life, and determined firefighting crews soon brought the flames under control.

Following the armistice, *Henderson* made eight more transatlantic voyages bringing home members of the A.E.F. She carried more than 10,000 veterans before returning to Philadelphia 27 December 1919. She then took up duty as troop rotation ship for Marine units in the Caribbean, carrying Marines, their dependents, and supplies to bases in Cuba, Haiti, and other islands. She also participated in Marine training maneuvers in Florida before returning to Philadelphia 6 July 1920. After an extended period of repairs, the transport resumed her duties in the Caribbean. This was interrupted 21 June to 21 July as *Henderson* carried military and civilian leaders to observe the historic bombing tests off the Virginia Capes.

Henderson continued to transport the Navy's fighting men including Marines to the far-flung bases of the world, especially to the troubled Far East, and to participate in vital amphibious training.

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During the next few years, she also performed ceremonial duties, embarking a congressional party to observe fleet maneuvers in the Caribbean in the Spring of 1923, and carrying President Harding on an inspection tour of Alaska. The President called at Wrangell, Juneau, and Sitka, reviewed the fleet off Seattle from the deck of *Henderson*, and departed 27 July 1923, only 5 days before his death.

During Fleet Problem # 3 in early 1924, *Henderson* participated in a mock amphibious invasion of the Panama Canal Zone. This major training operation by the fleet led not only to perfected assault techniques but improved landing craft as well. She carried out many of these important exercises during the inter-war years, helping to develop the techniques which were to insure victory in World War II. The ship also aided in the protection of American interests in the volatile Caribbean states and in the Far East.

Henderson arrived Shanghai 2 May 1927 with Marines for the garrison there, and remained in China for 6 months protecting American nationals in the war-torn country. Here members of her crew became the originators of the Golden Dragons. Membership in this deep sea organization is dependent upon crossing the international date line. She was constantly engaged in carrying replacements for the fleet including troops to and from the various trouble spots in China. Until 1941 she operated on a regular pattern of voyages from San Francisco to the Philippines and other Pacific islands, carrying the fighting men of the sea, their dependents, and equipment.

With the outbreak of the war in 1941, *Henderson* took up duty as a transport between California and Hawaii, making over 20 such voyages with fighting men, civilian passengers, and cargo for the Pacific War. On her last voyage she departed Port Hueneme 18 July 1943 and arrived Noumea with 71 much-needed nurses. The transport then sailed to the Solomon Islands with SeaBees before returning to San Francisco 24 September 1943.

Henderson decommissioned 13 October 1943 for conversion to a hospital ship at General Engineering & Dry Dock Co., Oakland, Calif. She commissioned as *Bountiful* (AH–9) 23 March 1944, Comdr. G. L. Burns in command.

Bountiful departed San Francisco 1 April 1944 for Honolulu, returned later that month, and sailed once more 1 May for the western Pacific. After brief service at Honolulu and Eniwetok the ship arrived 18 June off the Saipan invasion beaches. She made three passages to the hospitals on Kwajalein with casualties of the Marianas invasions, as American forces continued their victorious sweep across the Pacific to Japan. About this time *Bountiful* established one of the few blood banks in a Naval ship. The life-saving blood bank proved to be self-supporting.

The floating hospital remained at Manus until 17 September when she sailed for the Palaus to bring casualties of the Peleliu landing to hospitals in the Solomons. After November *Bountiful* operated between Leyte and the rear bases carrying veterans of the Philippines campaign. She departed Manus 24 February 1945 for Ulithi and Saipan to receive casualties of the bitter Iwo Jima assault, and in the next months sailed to rendezvous with the fleet to take on wounded from Iwo Jima, Okinawa, and the fleet units themselves. Returning to Leyte Gulf 15 June, she remained until 21 July, and then got underway for California. *Bountiful* arrived after war's end, sailing into San Francisco Bay 21 August 1945.

Bountiful was assigned as hospital ship at Yokosuka, Japan, departing 1 November 1945. She arrived 24 November to support the occupation forces, and remained until 27 March 1946 when she sailed for San Francisco. After delivering her patients, the ship sailed 26 May for the atomic tests at Bikini Atoll, and after observing the history-making series of nuclear experiments of Operation "Crossroads" returned to Seattle 15 August 1946. She decommissioned 13 September 1946, and was sold for scrap by the Maritime Commission 28 January 1948 to Consolidated Builders, Inc., Seattle.

Bountiful received four battle stars for World War II service.

II

(DD–785: dp. 2,425; l. 390'6"; b. 40'11"; dr. 18'6"; s. 35 k.; cpl. 336; a. 6 5", 16 40mm., 15 20mm., 5 21" tt., 6 dcp., 2 dct.; cl. *Gearing*)

The second *Henderson* (DD–785) was launched 28 May 1945 by Todd Pacific Shipyards, Inc., Seattle, Wash.; sponsored by Mrs. A. R. Early; and commissioned at Seattle 4 August 1945, Comdr. H. A. Knoertzer in command.

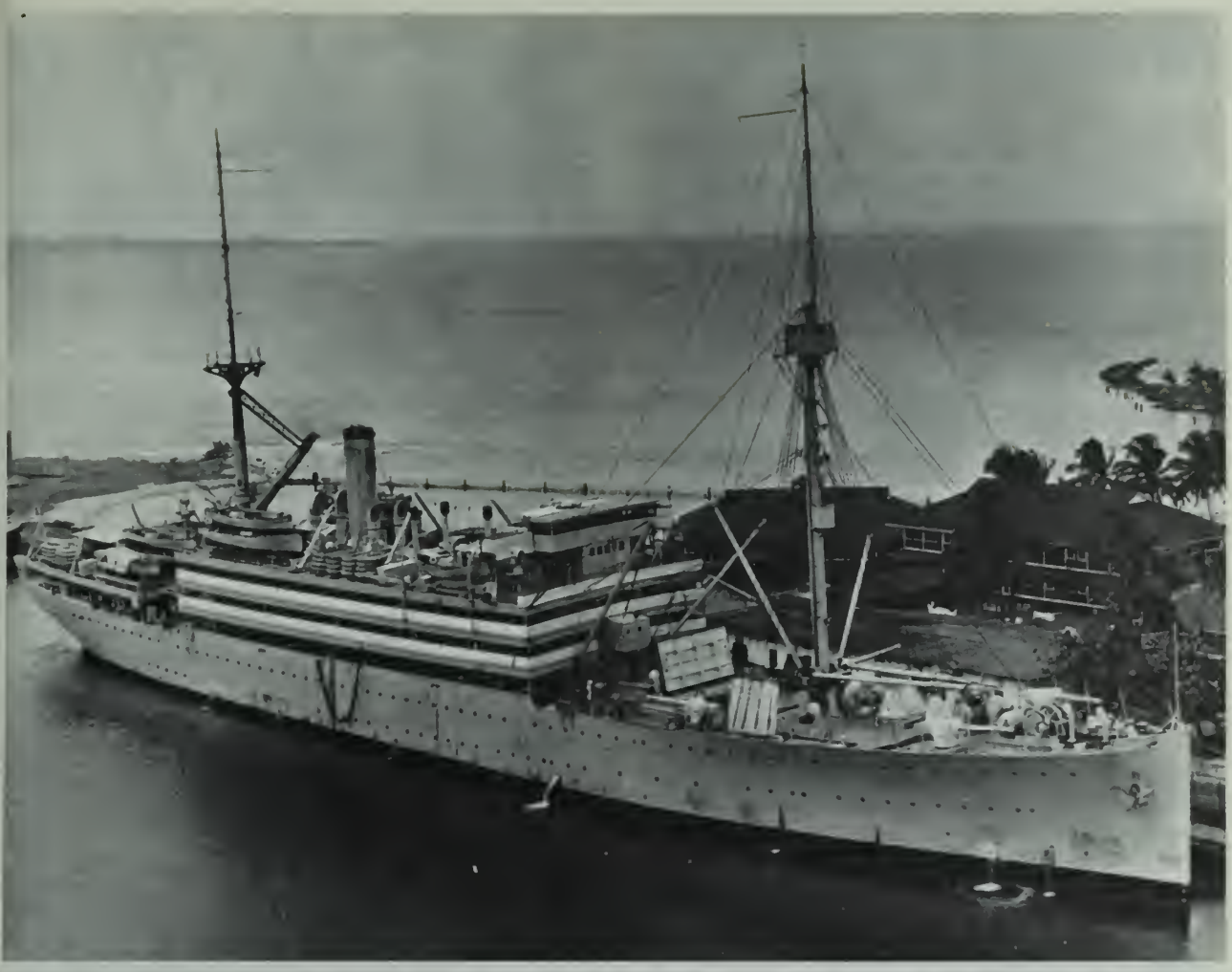
Henderson conducted shakedown cruise out of San Diego, then departed Seattle 31 October for Hawaii. Upon her arrival 7 November she operated as a screen ship for escort carriers in Hawaiian waters and conducted experimental sonar tests with submarines before returning to San Diego 23 April 1946. After divisional exercises off California she departed 2 December 1946 for Operation "High Jump," an antarctic exploration and test program. This important operation included tests of clothing and equipment as well as mapping and weather work. *Henderson* reached Sydney, Australia, 13 March 1947 and San Diego 6 April 1947.

After two long cruises to the Pacific in support of U.S. occupation forces in Japan, *Henderson* departed San Diego 5 August 1950 to join the United Nations forces in Korea. Arriving Yokosuka 19 August she served as a screening ship for fast carrier forces whose planes flew ground support and other missions in Korea. As U.S. forces prepared to leap northward with the historic Inchon invasion, *Henderson* was with the assault forces. She steamed up Flying Fish Channel on 13 September, destroying mines and bombarding the Inchon waterfront preparatory to the invasion. The destroyers also traded blows with Communist shore batteries. The gunfire support group again entered the channel into Inchon Bay 14 to 15 September, softening up shore defenses. General of the Army Douglas MacArthur soon made signal as the Marines landed that day: "The Navy and Marines have never shone more brightly than this morning." *Henderson* remained on fire support duty at Inchon until 1 October.

The destroyer returned to screening duty after Inchon, first along the coast of Korea and then in the Formosa Strait. This duty continued until she departed Keelung 20 March, arriving San Diego 7 April 1951. After coastwise exercises and a cruise to Hawaii for training, *Henderson* sailed 4 January 1952 for her second tour of duty in Korea. She arrived off Hungnam 16 February to take part in the blockade of that port and the coastal areas to the north. Her duties included gunfire support and bombardment of industrial sites until 7 March, when she screened carrier *Bataan* off the coast of Japan. For the remainder of her tour *Henderson* operated with the fast carrier task forces around Korea and in the Formosa Strait. She departed Yokosuka 25 July and arrived San Diego 10 August 1952.

Henderson conducted training exercises off San Diego until 22 March 1953, when she departed for her third Korean tour. She took part in the siege of Wonsan harbor, supporting Korean troops with accurate and continuous gunfire, and conducted antisubmarine operations off Okinawa. The destroyer engaged in the vital coastal patrol, maintaining Allied control of the seas around Korea, until after the Korean armistice in July 1953. She arrived San Diego 19 October 1953, after a total of 22 months of Korean duty.

Following Korea, *Henderson* established a pattern of cruises to the Far East with the fast and mobile 7th Fleet, a main guarantor of peace in the region. Since 1954, she has made more than a dozen such cruises. Highlights of this phase of her service include protection of the Quemoy Islands from Communist aggression in September 1954, relief of Ceylonese flood victims in January 1958, and important fleet and individual exercises during her periods at sea.



USS *Henderson* (AP–1) at Coco Solo, C.Z., 6 January 1933

Commencing 11 August 1964, *Henderson* began annual cruises in Vietnamese waters, supporting 7th Fleet amphibious and shore bombardment operations, and guarding the fast-striking hard hitting carriers. She returned to Long Beach 16 December, underwent modernization overhaul and intensive shore bombardment training, and returned to the intensified struggle against Communist aggression in South Vietnam 10 July 1965. During the next 5 months she ranged the South China Sea and Gulf of Tonkin while screening *Oriskany* and pounding Viet Cong positions. In December she steamed to the Gulf of Siam, where she blasted V.C. coastal targets on the Ca Mau Peninsula. As escort for *Bon Homme Richard*, the veteran destroyer departed Hong Kong 26 December and arrived Long Beach 13 January 1966.

Henderson spent the next year serving as an ASW school ship out of San Diego and taking part in squadron exercises out of Long Beach. Late in July she joined in a massive but unsuccessful air-sea search for the Hawaii-bound aircraft carrying Brigadier General Joseph W. Stilwell, Jr., USA. After completing preparations for another WestPac deployment, she returned to the troubled waters of Southeast Asia in January 1967. Over the next 4 months she supported attack carrier operations and conducted even more intensive shore bombardment assignments, thus contributing to the determined American effort to restore the peace and insure the freedom in Southeast Asia. *Henderson* returned to Long Beach in mid-June to prepare for further duty in defense of the Nation and the free world.

Henderson received eight battle stars for Korean War service, and shared in the Navy Unit Commendation given her task unit for its part in the Inchon landings.

Hendrick Hudson

A Dutch spelling of Henry Hudson, English explorer and navigator.

(ScStr: t. 460; l. 171′; b. 29′11″; dph. 9′6″; s. 11 k.; a. 4 8″, 2 20-pdr.)

Hendrick Hudson, a schooner-rigged screw steamer, was built as *Florida* in 1859 at Greenpoint, N.Y., and captured by *Pursuit* while attempting to run the blockade at St. Andrew's Bay, Florida, 6 April 1862. Taken to Philadelphia for adjudication, she was condemned and purchased by the Navy Department from the Prize Court 20 September 1862. Renamed *Hendrick Hudson*, she commissioned 30 December 1862 at Philadelphia, Acting Master John E. Giddings commanding.

Assigned to the East Gulf Blockading Squadron, *Hendrick Hudson* sailed to Hampton Roads, arriving 3 January 1863, and from there proceeded to her blockading station off East Pass, St. George's Sound, Florida. On station 1 February, *Hendrick Hudson* began her long

months of arduous blockade duty, working to shut off commerce through the multitude of small inlets and passes of the Florida coast. She remained off St. George's Sound until late August 1863, capturing schooner *Margaret* 1 February and schooner *Teresa* 16 April. She then retired to Boston for repairs and refitting, returning to a new station off the mouth of the Suwanee River 28 December.

Resuming her blockading duties, *Hendrick Hudson* encountered a small schooner off Key West 21 March 1864 and stood toward her. The blockade runner, *Wild Pigeon*, suddenly turned across *Hendrick Hudson*'s bow, however, and was inadvertently rammed and sunk. None of her assorted cargo could be recovered. The steamer continued her blockading duties through 1864, spending much of her time in busy Tampa Bay and St. Marks, Florida. A group of her men went ashore on an expedition 12 November and engaged some Confederate soldiers briefly, in one of the many forays ashore by personnel of the East Gulf Squadron.

Hendrick Hudson participated 27 February to 7 March 1865 in an expedition with Army units in the vicinity of St. Marks, Florida. The steamer helped blockade the river and some of her crew went ashore with the Army in an attempt to capture Confederate positions. Following the end of the war, *Hendrick Hudson* was not retained in the squadron, and was ordered north 15 July 1865. She decommissioned 8 August 1865 at Philadelphia and was sold 12 September. The ship was subsequently redocumented *Hendrick Hudson* and operated in commercial service until she was lost in 1867.

Hendry

A county in Florida.

(APA–118: dp. 6,873; l. 455'; b. 62'; dr. 24'; s. 17 k.; cpl. 536; a. 1 5", 12 40mm.; cl. *Haskell;* T. VC2–S–AP5)

Hendry (APA–118) was launched under Maritime Commission contract 24 June 1944 by California Shipbuilding Co., Wilmington, Calif.; sponsored by Mrs. James K. Herbert; acquired by the Navy and commissioned 29 September 1944, Captain R. C. Welles in command.

Following a rigorous shakedown cruise *Hendry* sailed 23 October for Pearl Harbor, arriving 29 October. The transport then took part in extended amphibious training operations, designed to bring assault forces and ship's crews to a peak of readiness for the climactic operations ahead in the Pacific. She departed 11 December with troops to Midway, returning 9 days later, and got underway again 27 January, this time for the giant invasion of Iwo Jima. *Hendry* arrived Saipan to join the invasion fleet 11 February, and departed 16 February for Iwo Jima. Her troops were among the initial invasion forces early on the morning of 19 February, and for the 6 days that followed *Hendry* unloaded troops and supplies on the beaches, retiring at night under escort protection. Her gunners were busy during this dangerous period; Japanese planes succeeded in sinking escort carrier *Bismarck Sea* and damaging *Saratoga* but suffered heavy losses. *Hendry* sailed for Saipan 25 February, arriving 3 days later.

Hendry remained in the Saipan area until late March, taking part in training for the largest amphibious operation of the Pacific, the capture of Okinawa in Japan's back yard. She sailed 27 March as part of a mighty armada, called by British observers "the most audacious and complex enterprise yet undertaken by the American amphibious forces." Arriving Easter Sunday, the morning of the first landings, *Hendry* put ashore her troops and for the next 10 days survived fierce kamikaze attacks, which took a heavy toll on American transports and escort vessels in the Okinawa area but were themselves destroyed and did not even check the steady progress of the invasion. Her gunners and those of the supporting ships kept *Hendry* free from damage until she departed the bitterly contested island 10 April.

After her arrival at Saipan 14 April, the transport sailed to Tulagi, Espiritu Santo, Eniwetok, and Guam, with troop contingents, departing Guam 21 July 1945 for the United States. She arrived San Pedro 6 August and after the surrender sailed 26 August for the western Pacific. *Hendry* embarked occupation troops at Manila and Lingayen Gulf, Philippines, in late September, and arrived Nagoya, Japan, 7 October. After unloading she sailed again for the United States arriving San Francisco via the Philippines 21 November. On this voyage she was a unit of "Magic Carpet," participating in the gigantic task of bringing home veterans of the Pacific war. After a voyage to Pearl Harbor and return, the ship departed San Diego for the East Coast 14 January 1946, arrived 30 January at Norfolk and decommissioned 21 February. *Hendry* was placed in the Maritime Commission's National Defense Reserve Fleet on the James River, where she remains.

Hendry received two battle stars for World War II service.

Henjes, Barbara, see *YT–342*

Henjes, Robert, see *YT–464*

Henley

The first and second *Henleys* were named for Robert Henley, born 5 January 1783 in Williamsburg, Va., son of Leonard and Elizabeth Dandridge Henley and nephew of Martha Dandridge Custis Washington. Appointed a midshipman 8 April 1799, Henley participated in the engagement between *Constellation* and *La Vengeance* during the Quasi-War with France 2 February 1800. After service with Preble's squadron in the Mediterranean and a cruise to the East Indies, Henley received his first command, Gunboat No. 5, at Baltimore 9 April 1808. Henley was in command of 2 divisions of 15 gunboats which drove 3 British frigates from Hampton Roads 20 June 1813. Reporting to brig *Eagle*, he received the thanks of Congress and a gold medal for valiant conduct in the Battle of Lake Champlain 11 September 1814. With the end of the War of 1812, Henley filled a variety of billets before commanding *Hornet* against pirates in the West Indies. He captured pirate schooner *Moscow* off Santo Domingo 29 October 1821. After serving as commandant of the Naval Rendezvous at Norfolk 1822 to 1824, he reported for similar duty at Charleston. Captain Robert Henley died at Sullivan's Island, Charleston, after a short illness 7 October 1828.

The third *Henley* was named for John D. Henley, brother of Captain Robert Henley, who was born in Williamsburg 25 February 1781. Commissioned midshipman 14 August 1799, Henley served in *Chesapeake* cruising in the West Indies until 1801. Departing Baltimore in the schooner *Vixen* 3 August 1803, he joined the Mediterranean Squadron for the War with Tripoli. An officer in Gunboat No. 6 under Lieutenant John Trippe, Henley participated in the attack on Tripoli 3 August 1804. Gunboat No. 6 ran alongside one of the enemy's large boats and nine men and two officers, Trippe and Henley, stormed the Tripolitan before the gunboat fell away from the enemy. Although outnumbered three to one, the Americans fought so fiercely that within a few minutes the enemy struck their colors. Fourteen of the enemy had been killed and 22 were taken prisoner. Both Trippe and Henley were highly commended for their bravery in this action. Following completion of his tour in the Mediterranean in 1805, Henley made a merchant voyage to distant ports and then in September 1807, assumed command of Gunboat No. 20. Henley then served a tour in Washington and with the outbreak of war against the British was ordered to Charleston in June 1813 to command schooner *Carolina*. His ship was destroyed 27 December 1814 off New Orleans during a fierce struggle in which the few small warships played a decisive role in delaying the powerful British attack and bringing

victory. For his part in the victory at New Orleans 8 January 1815 Henley was highly commended by General Andrew Jackson. Promoted to Captain 5 March 1817, Henley commanded *John Adams* in the West Indies and *Congress* in the Indian Ocean before taking command of *Macedonian* in the struggle against West Indian pirates in 1822. Captain Henley served as commandant of the Charleston and Baltimore stations an dthe Portsmouth Navy Yard, New Hampshire, 1826 to 1832. On 16 August 1832 he was given command of the West India Squadron with *Vandalia* as his flagship. Captain Henley died on board *Vandalia* in Havana, Cuba, 23 May 1835.

I

(DD–39: dp. 787 n.; l. 293'11"; b. 27'; dr. 8'4"; s. 30 k.; cpl. 83; a. 5 3", 6 18" tt.; cl. *Monaghan*)

The first *Henley* (DD–39) was launched 3 April 1912 by the Fore River Ship Building Co., Quincy, Mass.; sponsored by Miss Constance Henley Kane, great-grandniece; and commissioned at Boston 6 December 1912, Lt. Comdr. W. L. Littlefield in command.

After training and shakedown, *Henley* joined the U.S. Atlantic Torpedo Fleet at Newport, R.I., for a peacetime career of tactical exercises and training maneuvers along the coast from the Caribbean to the North Atlantic. On 22 April 1914 she joined the fleet off Tampico, Mexico, to protect American citizens and property in the face of revolution in that country. During this period *Henley* also saw duty transporting refugees and supplies. What with war in Europe that fall, she began Neutrality Patrol along the coast and checked belligerent vessels in American ports.

When America entered the war in April 1917, *Henley* continued patrol along the coast and also escorted fuel ships to the destroyers guarding America's first troop convoy 13 June. For the remainder of the war *Henley* performed convoy duty along the coast and carried out antisubmarine patrol off New York harbor. *Henley* put in at the Philadelphia Navy Yard 22 December 1918 and decommissioned there 12 December 1919. Transferred to the Coast Guard 16 May 1924, she returned to the Navy 8 May 1931 and sold for scrap to Michael Flynn Inc. of Brooklyn 22 August 1934.

II

(DD–391: dp. 1850; l. 341'4"; b. 35'5"; dr. 10'4"; s. 35 k.; cpl. 158; a. 4 5", 4 .50 cal., 16 21" tt.; cl. *Gridley*)

The second *Henley* (DD–391) was launched 12 January 1937 by the Marc Island Navy Yard, Vallejo, Calif.; sponsored by Miss Beryl Henley Joslin, a collateral descendant of Captain Robert Henley; and commissioned 14 August 1937, Lt. Comdr. H. Y. McCown in command.

After shakedown in the Pacific and Hawaiian waters, *Henley* joined the Pacific Battle Force, Destroyer Division 11, at San Diego 12 September 1938. She departed San Diego 14 April 1941 to join the Fleet at Pearl Harbor. When the Japanese attacked Pearl Harbor 7 December 1941, *Henley* was moored in East Loch with battle stations manned, a green sailor having sounded General Quarters instead of Quarters for Muster. This fortunate mistake gave *Henley* the opportunity to fire the first destroyer shots as the initial wave of enemy planes swooped in. A bomb exploded 150 yards off her port bow as she slipped her chain from the buoy, and, as she cleared, she received a signal that a submarine was in the harbor. *Henley* maneuvered through the smoke, fire, and confusion and sped out of the channel. Her gunners splashed one dive bomber with her .50 cal. guns and shared credit for another. Conned by a junior lieutenant—both her commanding officer and executive officer were ashore when the attack began—*Henley* dropped depth charges on a sonar contact, possibly a midget submarine, outside the harbor, and continued to blaze away at the enemy with her guns. In the following weeks *Henley* operated with the task forces to reinforce Wake Island and conducted patrol for the protection of Midway and convoy lanes. She served as part of the ASW screen when *Saratoga*

USS *Henley* (DD–39) at the Fore River Shipyard in September 1912

steamed at high speed from the West Coast bringing replacement planes and her own powerful air group.

Henley carried out convoy and antisubmarine duty, primarily in Australian waters, until departing Wellington 22 July 1942 to escort transports to Guadalcanal. As American forces stormed ashore in the Solomons 7 August, *Henley* patrolled on an ASW station, coming under fire from enemy planes but suffering no casualties and assisting in splashing two in the process. As the fierce struggle for Guadalcanal raged, the destroyer remained in the area to screen ships bringing up supplies and reinforcements until 29 August. *Henley* then set course south, and remained in Australian and New Guinea waters until September 1943 on plane guard, convoy duty, and antisubmarine patrol.

When Australian troops established a beachhead at Finschafen, New Guinea, 21 September 1943, *Henley* formed a part of their protective screen. Attacked by 10 Japanese torpedo bombers, she splashed 3 and assisted in downing 3 others in a fierce half hour engagement. However, the valiant ship's wartime career, begun in the chaos at Pearl Harbor, was drawing to a close. On 3 October 1943 *Henley* was steaming with *Reid* and *Smith* on an offensive sweep off Finschafen when her skipper sighted two torpedoes heading for her. Split-second maneuvering permitted *Henley* to evade those two torpedoes; but a third was immediately sighted, closing too fast and too near to be avoided. *Henley* was struck on the port side, with the torpedo exploding in the number 1 fireroom, destroying her boilers, breaking her keel, and displacing her bow about 30 degrees from the longitudinal axis of the ship.

At 1829, with all her crew having abandoned ship, *Henley* went down, stern first. Her companion DD's searched for the sub, then returned to rescue *Henley*'s survivors, who had lashed their life-rafts together and were using flashlights as signals. Eighteen officers and 225 men were rescued, with 1 officer and 14 men missing.

Henley earned four battle stars for her participation in World War II.

III

(DD–762: dp. 2200; l. 376'5"; b. 41'; dr. 15'8"; s. 34 k.; cpl. 336; a. 6 5", 16 40mm., 10 20mm., 5 21" tt., 6 dcp., 2 dct.; cl. *Allen M. Sumner*)

The third *Henley* (DD–762) was launched 8 April 1945 by Bethlehem Steel Co., San Francisco; sponsored by Mrs. George S. Wheaton, a descendant of Captain John D. Henley; and commissioned 8 October 1946, Comdr. Dwight L. Moody in command.

After shakedown in the Pacific, *Henley* headed east, reporting to the Sonar School at Key West 19 February 1947 for a 5-month tour of duty. She then reported to Norfolk, from which she sailed 28 July for her first Mediterranean cruise, which terminated 1 December at Boston. On her second tour in the Mediterranean, *Henley* patrolled with other U.N. ships in the summer of 1948 as the Israeli-Arab dispute threatened to erupt into war. After a year of tactical training exercises and fleet maneuvers, *Henley* decommissioned at Charleston 15 March 1950. Less than 6 months later, with the outbreak of war in Korea, *Henley* went back in commission, rejoining the active fleet 23 September. Shakedown over, she sailed July 1951 for another tour with the 6th Fleet in the Mediterranean. *Henley* was detached from this duty and made a cruise to northern European ports, including a journey up the Seine to Rouen, before returning to Norfolk in February 1952.

In company with Destroyer Division 221, *Henley* departed Norfolk 25 September 1953 for a world cruise which was to take her 44,000 miles in 218 days. During this period, *Henley* sailed through the Mediterranean and the Suez Canal, participated in the filming of "The Bridges of Toko-Ri" off the Korean and Japanese coasts, operated with the 7th Fleet in Asian waters, and returned to the States via the Panama Canal and the Caribbean. Following years fell into a pattern for *Henley* as she alternated Mediterranean cruises with ASW and other tactical exercises off the East Coast and in the Caribbean. In 1959 she joined Task Force 47 for the Inland Seas Cruise to the Great Lakes through the newly completed St. Lawrence Seaway. Nearly 75,000 mid-westerners visited this representative of the "salt-water navy" in her 2-month cruise.

When a crisis erupted in the fall of 1962 over offensive missiles stationed in Cuba, *Henley* joined the fleet "quarantining" the island and reasserting America's commitment to democracy as well as self-defense. Following this impressive demonstration of sea power, she then returned to a peacetime pattern of readiness operations.

On 1 October 1964, *Henley* became a Group I, Naval Reserve training ship assigned to the Anti-Submarine Warfare Component of the Naval Reserve. Following overhaul at Newport News, Va., and refresher training at Guantanamo Bay, Cuba, she began the first of numerous Naval Reserve training cruises out of Norfolk, Va., 1 May 1965. Manned by a nucleus crew, she cruised along the Atlantic Coast and into the Caribbean during the next 2 years and provided valuable service as an at-sea training platform for hundreds of Naval Reservists. Into mid-1967 she continued this vital duty both for officers and men of the Naval Reserve and the Nation. With her anticraft and shore bombardment capabilities, *Henley* maintains a state of readiness that would allow the ship to begin immediate operations with the Atlantic Fleet in any emergency.

Henley, John D., see *John D. Henley* (DD–553)

Henlopen

A former name retained.

(SP–385; dp. 254; l. 150'; b. 24'; dr. 9'; s. 12 k.; a. 1 3")

Henlopen, a wooden fishing vessel, was built in 1912 by W. G. Abbott of Milford, Del. She was acquired from her owner, James W. Elwell & Co., New York City, 12 December 1917 at New York, and commissioned 26 January 1918.

Henlopen was only retained by the Navy for a short time, being transferred 27 March 1918 at New York to France for use as a tug and minesweeper.

Hennepin

A county in Minnesota.

(AK–187: dp. 2,382 (lt.); l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 85; a. 1 3", 6 20mm.; cl. *Alamosa;* T. C1–M–AV1)

Hennepin (AK–187) was laid down under Maritime Commission contract by Walter Butler Shipbuilders, Inc., Superior, Wis., 29 December 1943; launched 27 June 1944; sponsored by Mrs. F. P. Heffelfinger; acquired by the Navy 7 June 1945; and commissioned 5 July 1945 at Galveston, Tex., Lt. Comdr. Gavin L. Field in command.

After shakedown in the Gulf of Mexico, *Hennepin* departed Galveston 22 July to load cargo at Gulfport, Miss., and New Orleans, La. She departed New Orleans 6 August, steamed via the Panama Canal and the Marshalls, and arrived Cebu, Philippines, 23 September. Assigned to Service Squadron 8, she operated in the Philippines until 19 November when she departed Tacloban, Leyte, for Australia. During the next month she loaded cargo at Melbourne, Sydney, and Brisbane before sailing 17 December with provisions for occupation troops in Korea. Steaming via Okinawa, she reached Jinsen 7 January 1946; then sailed for Japan the 25th. She arrived Yokosuka 30 January, decommissioned 16 February, and transferred to the Army.

Hennepin was operated by the Army for the Supreme Commander of Allied Forces in Japan until 1 July 1950

when she was reacquired by the Navy. After refitting at Mitsubishi Shipyard, Kobe, Japan, she was assigned to MSTS 28 February 1951 and designated T–AK 187. Manned by a civilian crew, she participated in the Korean supply run during the American effort to repel Communist aggression in South Korea. Operating primarily out of Moji and Sasebo, she transported vital military cargo to American-held Korean ports during the remainder of the conflict.

Following an uneasy truce in Korea, *Hennepin* continued supply runs between Japan and South Korea. In response to the scheduled transfer of North Vietnam to Communist control, she departed Yokohama 30 August 1954 to provide support for Operation "Passage to Freedom." She arrived Haiphong, North Vietnam, 7 September, and for more than 3 months she transported cargo southward to St. Jacques and Saigon. After completing three runs to Saigon, she departed St. Jacques for Japan 22 December and arrived Sasebo 3 January 1955.

Between 1955 and 1958 *Hennepin* remained in the Far East, supporting America's determination to keep the peace and contain Communism in Asia. She continued to operate primarily between Japanese and South Korean ports, but cargo runs in 1957 and 1958 again sent her to Southeast Asia. Between 13 May and 3 July 1957 she operated out of Saigon and Bangkok, and in addition steamed to Karachi, Pakistan, and Bahrein Island in the Persian Gulf. During September 1957 and April 1958 she steamed out of Yokohama, carrying cargo to Saigon. After returning to Yokohama from Pusan, Korea, 21 June 1958, she was inactivated by the Navy 16 July. She transferred to the Maritime Administration 27 March 1959.

Hennepin received one battle star for Korean war service.

Henrico

A county in Virginia.

(APA–45: dp. 8,100 (lt.); l. 492′; b. 69′6″; dr. 26′6″; s. 16 k.; cpl. 479; a. 2 5″, 8 40mm.; cl. *Bayfield;* T. C3–S–A2)

Henrico (APA–45), originally *Sea Darter*, was launched 31 March 1943 under Maritime Commission contract by Ingalls Shipbuilding Co., Pascagoula, Miss.; sponsored by Mrs. W. D. Pelan; acquired 23 June 1943; and commissioned next day for transfer to her conversion yard, Bethlehem Steel Co., Hoboken, N.J. Decommissioned 8 July 1943, *Henrico* was converted into AP–90 and recommissioned 26 November 1943, Comdr. J. H. Willis in command.

Following shakedown training in Chesapeake Bay, the attack transport remained to train Army combat teams before departing Norfolk for New York 2 February 1944. Arriving next day, *Henrico* embarked troops and sailed for Scotland 11 February. Arriving the Firth of Clyde 22 February, the ship began strenuous amphibious training in preparation for the invasion of Normandy.

Henrico embarked her invasion troops 26 May at Portland, England, and sailed 5 June as a part of Rear Admiral Hall's Omaha Beach Assault Force. On the following day, the world's greatest amphibious invasion took place. *Henrico* landed her troops in the first assault wave in the face of heavy seas and strong enemy fortifications. As the tempo of fighting increased, the ship received casualties from the beaches, returning to Portland later on D-day. As the all-important assault area was secured and the advance began, *Henrico* stood by for shuttle duty, finally sailing for the Firth of Clyde 19 June.

With the liberation of France underway, the transport sailed 4 July 1944 to the Mediterranean for the invasion of the southern coast of France. Arriving 16 July at Naples, *Henrico* took part in amphibious rehearsals before departing 13 August from Castellamare for the invasion area. She landed her troops at Baie de Pompelonne against light opposition and departed the next day for Oran, Algeria. For the next 2 months she brought troops and cargo into the beach area and on her last shuttle brought English and Polish repatriates to Naples.

Henrico sailed from Naples 17 October 1944, arriving Boston 8 November to prepare for duty in the western Pacific. She departed Norfolk with troops and replacement boats 13 December, steaming via the Panama Canal and San Diego to Pearl Harbor, where she arrived 23 January 1945. Five days later she sailed for the Philippines, arriving Leyte 21 February after stops at various Pacific bases. In the Philippines the ship engaged in amphibious exercises leading to the invasion of Okinawa, last operation on the long island road to Japan itself.

The veteran ship was assigned to the Kerama Retto attack group under Rear Admiral Kiland, and began the landing 26 March. The important islands, needed as a base for the invasion of nearby Okinawa, were secured 30 March. *Henrico* retired at night during the operation, and Japanese air attacks were nearly constant. While retiring 2 April, the ship was attacked by a fast suicide bomber diving out of a cloud formation. Although *Henrico* quickly brought guns to bear, the plane crashed into the starboard side of the bridge, her bombs exploding below. The ship lost power but her well-trained fire parties soon brought the flames under control. Forty-nine officers and men were killed in this attack, including *Henrico*'s captain, her embarked division commander, and the two troop commanders. Her executive officer took command, however, and brought the ship to Kerama Retto. She sailed under her own power for San Francisco 14 April and arrived 13 May, having contributed much to the decisive compaign in the Pacific.

Henrico sailed from San Francisco Bay 1 September with replacement troops for the Philippines. She continued to serve the "Magic Carpet" fleet assigned to return the thousands of American soldiers from the Pacific, until May 1946. She sailed 25 May from Pearl Harbor to take part in the atomic tests at Bikini—Operation "Crossroads." For the next 3 months *Henrico* supported these vital scientific experiments, returning to San Francisco 29 August 1946. After operations on the West Coast, she sailed 6 February 1947 for a cruise in the western Pacific, returning in July. From 6 July 1948 to 25 February 1949 the ship operated in the Tsingtao, China, area in support of American troops.

Early in 1950 *Henrico* took part in amphibious exercises in the Caribbean, returning to San Diego 8 April 1950. Soon afterward peace was shattered by the invasion of South Korea, and *Henrico* was immediately called back to the western Pacific. As Korean and American ground troops struggled to stem the Communist advance, *Henrico* and other ships embarked the 1st Marine Brigade and sailed 12 July for Korea. She developed mechanical trouble which forced a return 2 days later, but skillful repair work had her at sea again 18 July and by 2 August she was with the original formation as they steamed into Pusan with the vitally needed troops.

In the early stages of the Korean Conflict, *Henrico* played an important part. She landed troops at the decisive Inchon beachhead 15 September 1950, one of the most brilliantly executed amphibious operations in history; and, as United Nations troops swept northward, she sailed to various ports deploying and supplying the soldiers. In November Chinese troops made their appearance on a massive scale, and by December U.N. ground units in the Wonsan-Hungnam area were cut off. During December *Henrico* and other ships evacuated thousands of soldiers from the two ports to stabilize the lines farther south. Command of the sea had again, as so many times in history, meant the critical difference.

The veteran attack transport arrived Seattle 22 March 1951, and after repairs and amphibious exercises sailed again for Korea 16 October 1951. During this second tour she carried troops to strategic points on the coast, and took part in amphibious operations for training purposes. She arrived San Diego 26 July 1952, and in September returned to Pearl Harbor for repairs and training.

Henrico sailed again for Korean waters 7 March 1953, resuming the important job of redeploying troops along the

coasts and to Japan. During July and August she operated between Pusan and Japan, and joined in the transfer of prisoners following the armistice agreement. For her outstanding performance during the first months of the conflict, *Henrico* was awarded the Navy Unit Commendation.

Arriving San Francisco 24 August 1953, the attack transport engaged in coastal training operations for the next year. She sailed for another tour in the Far East 24 October 1954, and participated in an amphibious training exercise in December. As war over the Tachen Islands threatened in February, *Henrico* and other naval units moved in 8 February 1955 to evacuate Nationalist Chinese troops. After arriving Keelung, Formosa, 13 February; she carried troops between the Philippines and Hong Kong before returning to San Diego 22 April 1955.

Hereafter the ship deployed annually to the western Pacific with the 7th Fleet to engage in amphibious warfare training exercises in Korea, in Okinawa, and in the Philippines, contributing to the combat readiness of both United States Marines and the troops of SEATO members.

Henrico was diverted to the Caribbean Sea 27 October 1962 after deployment of communist missiles in Cuba brought a swift and strict American quarantine of the island. *Henrico* arrived on the scene 5 November. Her embarked Marines provided part of a ready force to supplement the naval blockade if this proved necessary. When the missiles were removed, the crisis subsided, and *Henrico* departed the Caribbean 6 December for San Diego, Calif., arriving 15 December.

The ship resumed amphibious training duties on the West Coast until 16 December 1964, when she deployed again with the 7th Fleet in the western Pacific. Loading a Marine Battalion Landing Team at Okinawa, the ship departed 11 January 1965 for Hong Kong, arriving 14 January. On 20 January she commenced special operations in the South China Sea as the 7th Fleet joined in the intensive buildup of strength in southeast Asia.

In an impressive display of mobile power, *Henrico* disembarked her Marines at Da Nang, South Vietnam, in early March, returned to Okinawa for a second landing team which reached Da Nang 15 April. By 21 April, the ship embarked a third landing team bound for Chu Lai, South Vietnam. Offloading these troops 7 May, *Henrico* made a fourth passage to Okinawa to return with the headquarters unit of the 3d Marine Division, which arrived in Chu Lai 21 May.

Following her performance off South Vietnam, the ship sailed from Yokosuka, Japan, 28 May for San Diego, arriving 16 June. During the next 13 months *Henrico* operated out of San Diego along the coast of Southern California, conducting squadron exercises and supporting amphibious training operations. After embarking Marines at San Diego, she sailed for the Far East 27 July, and debarked her passengers at Da Nang a month later. During the next 7 months she carried troop reinforcements and replacements from Okinawa and the Philippines to American bases in South Vietnam. In addition she ranged the coastal waters of Vietnam from the demilitarized zone to the Mekong Delta, supporting important amphibious assaults against Viet Cong coastal strongholds. She departed Vietnam late in March 1967 and returned to San Diego the following month. Maintaining her readiness in support of amphibious assult operations, *Henrico* into mid-1967 remained ready to resume her important duty as part of America's powerful naval force in the Far East.

Henrico earned three battle stars for World War II service and nine for Korean War service. She won a Navy Unit Commendation in Korea.

Henry, George G., see *George G. Henry*

Henry IV, see *YM–27*

Henry A. Wiley

Henry Aristo Wiley was born in Pike County, Ala., 31 January 1867 and graduated from the Naval Academy in 1888. He served in *Maple* during the Spanish-American War and attained his first command, *Villalobos*, in 1904. During the First World War Wiley commanded battleship *Wyoming* attached to the 6th Battle Squadron of the British Grand Fleet and received the Distinguished Service Medal for his outstanding performance. After various shore and fleet commands, he was appointed Admiral in 1927 and served as Commander-in-Chief, U.S. Fleet, until his retirement in 1929 after over 40 years of service. Admiral Wiley served in the years that followed as Chairman of the Maritime Commission and in other important government posts until being recalled to active duty in 1941. In the next year he headed the Navy Board of Production Awards. Admiral Wiley retired once more 2 January 1943 and died 20 May 1943 at Palm Beach, Fla.

(DM–29: dp. 2,200; l. 376'5"; b. 41'; dr. 15'8"; s. 34 k.; cpl. 336; a. 3 5", 8 20mm.; cl. *Robert A. Smith*)

Henry A. Wiley (DM–29) was launched 21 April 1944 as DD–749 by Bethlehem Steel Co., Staten Island, N.Y.; sponsored by Mrs. Elizabeth W. Robb, daughter of Admiral Henry A. Wiley; reclassified DM–29 20 July 1944 and commissioned 31 August 1944, Comdr. R. E. Gadrow in command.

After shakedown in the Caribbean, the new minelayer rendezvoused with the battleships *Texas*, *Arkansas*, and *Missouri* and sailed 8 November for the Pacific to earn her nickname "Hammering Hank." *Henry A. Wiley* reached Pearl Harbor 9 December to prepare for the impending Iwo Jima campaign. As escort to the battleship *New York*, she rendezvoused with other ships of the Gun Fire and Covering Force off the rocky Japanese island 16 February 1945, 3 days before the initial landings. She remained there until 9 March, to provide fire support and screen ships often operating a mere 400 yards from Mount Suribachi. The minelayer poured some 3,600 rounds into the Japanese fortress.

A second and even more arduous campaign followed for *Henry A. Wiley*—Okinawa, the largest amphibious operation of the Pacific war. Reaching her position 23 March, D-day minus eight, she began to screen minesweepers as they cleared channels for transports and support ships. Japanese resistance was fierce and air attacks were almost unceasing. On 28 March *Henry A. Wiley* splashed two kamikazes, and the next morning in 15 hectic minutes saw a bomb explode 50 yards astern, downed two more kamikazes, and rescued a downed fighter pilot. While screening transports on 1 April, D-day at Okinawa, *Henry A. Wiley* destroyed his fifth kamikaze.

The battle-tried ship then shifted to radar picket duty and spent a total of 34 days on this important task alerting other ships of enemy air attacks. In this period *Henry A. Wiley* took 64 enemy aircraft under fire, destroying several. The morning of 4 May proved especially eventful. She began by splashing a Betty at 0307. When her sister ship *Luce* was reported sinking, *Henry A. Wiley* proceeded to her aid, but came under heavy air attack. In less than a quarter hour of heavy fighting, the valiant ship splashed three kamikazes and two Baka bombers, one of which was closing from the starboard quarter when it was hit by *Henry A. Wiley*'s accurate fire. It hit the water, bounced over the fantail, and exploded just off the port quarter. Having expended nearly 5,000 rounds of 5 inch and AA ammunition, the minelayer then proceeded to rescue survivors from *Luce*. For her intrepid actions off Okinawa, which resulted in the destruction of 15 Japanese planes, *Henry A. Wiley* received the coveted Presidential Unit Citation, and her skipper the Navy Cross and Legion of Merit.

From Okinawa *Henry A. Wiley* sailed for the East China Sea, entering 12 June to screen minesweepers attempting to clear that vast body of water. She remained on this duty, with brief respites at Buckner Bay, until

peace came. Even this was ushered in to the sound of "Hammering Hank's" guns, as on the night of 14 August, 24 hours before final orders to cease offensive operations against the Japanese were received, she went to General Quarters 6 times at the approach of enemy aircraft, finally opening fire on the 6th run as an attack run was commenced. *Henry A. Wiley* remained in the Pacific to screen and guide minesweepers through the end of 1945. She streamed her homeward bound pennant 17 January 1946 and on 7 February reached San Francisco via Eniwetok and Pearl Harbor. *Henry A. Wiley* decommissioned at San Francisco 29 January 1947 and went into reserve at San Diego, where she remains into 1967.

In addition to the Presidential Unit Commendation, *Henry A. Wiley* received four battle stars for her participation in World War II.

Henry Andrew

A merchant name retained.

(ScSTr: t. 177; l. 150'; b. 26'; dph. 7'6"; a. 2 32-pdr., 1 20-pdr.)

Henry Andrew was originally built in 1847 at New York as a sailing brig, and converted to steam in 1859. She was purchased from her owner, Mr. Van Santvoord, at New York 10 September 1861. Her first commanding officer was Acting Master S. W. Mather.

Assigned to the South Atlantic Blockading Squadron, *Henry Andrew* arrived on her blockading station in November 1861. She reconnoitered the Vernon River 11 December and 20 December was sent to blockade the entrance to Wassaw Sound. Being of light draft, *Henry Andrew* was especially valuable in stopping blockade running and gaining intelligence in the shallow rivers and sounds of the coast. She participated 17 January–18 February 1862 in an expedition up Wright's and Mud Rivers for the purpose of finding a channel into the Savannah River, encountering no Confederate opposition except a small battery near Red Bluff.

Henry Andrew was reassigned to Fernandina, Fla., 18 March, and took up duties off Fernandina and Mosquito Inlet. Boats from the steamer and *Penguin* entered Mosquito Inlet on a reconnaissance 21 March and next day were fired upon by batteries and musketry, killing the captains of both *Henry Andrew* and *Penguin*. Subsequently, the ship was active in the blockade off Mosquito Inlet, Stono River, and other points on the coast until sent to Winyah Bay, S.C., where she arrived 21 June 1862.

An expedition up the Santee River was organized in late June and *Henry Andrew* was designated to accompany it. The ships entered the river 24 June, reconnoitered the area, and were fired on by shore batteries on the shore. Returning 3 July, *Henry Andrew* resumed blockading duties off Stono River until ordered to New York in August for extensive repairs.

While steaming north, *Henry Andrew* encountered heavy weather off Cape Hatteras. She was battered about badly and went ashore south of Cape Henry, Virginia, 24 August 1862. No lives were lost but the ship was a total wreck and was not salvaged.

Henry B. Wilson

Henry Braid Wilson was born 23 February 1861 at Camden, N.J., and graduated from the Naval Academy in 1881. During the early days of his career he served in *Tennessee* and *Saratoga* and on coast survey expeditions to the Bering Sea. During the Spanish-American war Wilson was attached to gunboat *Bancroft* and was commended for bravery. In the years that followed he served in many ships, and was *Pennsylvania*'s first commanding officer in 1916. He commanded the Atlantic Fleet's patrol forces during the First World War, and was responsible for the safe convoying of troops and supplies to Europe. For his outstanding service Wilson was awarded both the Navy and War Department Distinguished Service Medals. Following the war, he was Commander-in-Chief U.S. Atlantic Fleet and later the Battle Fleet commander. In 1921 Admiral Wilson took over as Superintendent of the Naval Academy, and in his 4 years at Annapolis did much to raise its academic standing and improve the quality of education. Admiral Wilson retired in 1925 after nearly 50 years of service as seaman, leader, and educator. He died 30 January 1954 at New York City.

(DDG–7: dp. 3,370; l. 437'; b. 47'; dr. 22'; s. over 30 kc.; cpl. 340; a. Tartar mis., ASROC, 2 5"; cl. *Charles F. Adams*)

Henry B. Wilson (DDG–7) was launched 22 April 1959 by Defoe Shipbuilding Co., Bay City, Mich.; sponsored by Mrs. Patrick J. Hurley, daughter of Admiral Wilson; and commissioned 17 December 1960, Comdr. L. D. Caney in command.

One of a new class of destroyers built from the keel up to fire guided missiles, *Henry B. Wilson* was the first ship of her size to be side-launched and when launched was the largest warship ever constructed on the Great Lakes. Because of these unique circumstances, she was christened not with the traditional champagne but with a bottle filled with water from the Great Lakes, the St. Lawrence River, and the Atlantic Ocean. Following shakedown in the Caribbean she arrived in early May 1961 at her new home port, San Diego. During the months that followed *Henry B. Wilson* conducted tests and drills of her missile systems, fleet exercises, and type training.

The guided missile destroyer sailed 6 January 1962 for duty in the Western Pacific, the first ship in that region to be armed with Tartar missiles. Stopping at Pearl Harbor and Yokosuka, she carried out antisubmarine exercises until returning to the United States 19 July 1962.

Training off the California coast, punctuated with several missile firings, occupied *Henry B. Wilson* until 17 October 1963, when she sailed with carrier *Kitty Hawk* for duty with 7th Fleet in the Western Pacific. During the next 5 months she operated as part of America's mobil peacekeeping fleet between Japan and the Philippines. After returning to San Diego 16 April 1964, she resumed ASW and fire support operations.

Henry B. Wilson sailed on her third deployment to the Far East 4 June 1965. Arriving Subic Bay, Luzon, 21 June, she became flagship for Destroyer Squadron 21, then began rescue and air defense picket duty in the Gulf of Tonkin 31 July, along with shore bombardment support. As escort for *Midway* (CV–41), she departed Subic Bay 7 November and arrived San Diego the 24th.

After a year's operation off the West Coast, *Henry B. Wilson* departed San Diego for the Far East 5 November 1966. She resume picket duty off Vietnam 23 December. During the first 3 months of 1967 she cruised the South China Sea and Gulf of Tonkin, performing search and rescue missions and pounding enemy coastal positions in support of ground operations. She returned to San Diego early in May. Into mid-1967 she continued to maintain the peak readiness of her crew and equipment for whatever task the defense of the Nation and the free world might demand.

Henry Brinker

A former name retained.

(ScStr: t. 108; l. 82'; b. 26'7"; dph. 6'2"; s. 7 k.; a. 1 30-pdr.)

Henry Brinker was built in 1861 in Brooklyn, N.Y., and was purchased at New York by the Navy 29 October 1861 from her owner, Henry Brinker. She arrived Hampton Roads 15 December 1861 and commissioned that day, Acting Master John E. Giddings commanding. After sailing to Baltimore 24 December, *Henry Brinker* arrived

Hatteras Inlet 10 January 1862 to begin her duties as a unit of the North Atlantic Blockading Squadron. Her first major action was the joint attack on Roanoke Island, the gateway to Albemarle Sound. *Henry Brinker* engaged Confederate shore batteries 7 February and helped to clear the obstructions next morning which paved the way for the capture of the Southern positions. Thus Norfolk was cut off from its lines of supply and the Union gained an important advantage.

The Confederate squadron under Flag Officer Lynch which had been at Roanoke Island withdrew up the Pasquotank River, with Union ships in hot pursuit. *Henry Brinker* and the other ships of Commander Rowan's flotilla engaged the squadron and batteries at Elizabeth City, capturing or sinking all the Southern vessels and occupying the town.

Continuing their series of spectacular successes in North Carolina, Commander Rowan and General Burnside next captured New Bern. The flotilla, composed of thirteen warships including *Henry Brinker* and a group of troop transports, got underway 12 March from Hatteras Inlet and arrived New Bern the next day. The Confederate forts were engaged by gunboats, the obstructions surmounted, and troops landed under cover of Navy guns. New Bern and a great quantity of important supplies were soon in Union hands.

Henry Brinker was assigned to Albemarle Sound following the victory at New Bern, patrolling to suppress trade and contain the Confederate guerrilla activity. On this duty she participated in a reconnaissance up the Chowan River 3–23 August 1862.

For the next months *Henry Brinker* patrolled from her base at Hatteras Inlet, stopping frequently at Plymouth, and New Bern, N.C. During this period she performed occasional guard duty at Hatteras Inlet as well. The ship participated 22 June 1863 in another expedition, this time up the Bay River, and in company with *Shawsheen* captured Confederate schooner *Henry Clay* and another small schooner carrying turpentine. *Henry Brinker* continued her operations in the Sound until ordered back to Hampton Roads in November 1863 for repairs. Stopping at Hampton Roads, she continued to Baltimore, where she repaired until 9 April 1864, when she was assigned as a tender to *Minnesota* at Newport News, Va. Remaining inactive at Newport News until June, *Henry Brinker* was sent up the Pamunkey River to White House, Va., 23 June to support the Army in local operations. After briefly rendering fire support, the ship returned to Yorktown.

Henry Brinker returned to Hampton Roads to repair 1 July 1864, and remained there until decommissioned 29 June 1865. She was sold 20 July 1865.

Henry Clay

Henry Clay was born in Hanover County, Va., in 1777, studied law under the great George Wythe, and became a practicing lawyer in 1797. He moved from Virginia to Kentucky, quickly gained a reputation as a lawyer and orator, and served as a state and national legislator. Clay served in the House of Representatives with various interruptions from 1811 to 1825, was a leader of the "War Hawks," and acted as spokesman for western expansionist interests. Much of the time serving as speaker, he wielded great power through the formulation of his American system, and was responsible for the Missouri Compromise of 1820. Clay ran for the presidency in 1824; and after helping to swing the election to John Quincy Adams in the House of Representatives, served as Adams' Secretary of State from 1825 to 1829. He was elected to the Senate in 1831 and beaten by Jackson in the presidential election of 1832. During his years in the Senate Henry Clay fought for the National Bank and internal improvements and was a chief bulwark of the Whig party. His efforts to prevent sectional conflict, culminating in the Compromise of 1850 earned him the name "The Great Compromiser." In 1844 Polk defeated him in his third try for the presidency. He continued his efforts to save the Union until his death in 1852, closing 50 years of service which won him a permanent place in history as one of America's greatest statesmen.

(SSB(N)–625: dp. 7,250; l. 425′; b. 33′; dr. 32′; s. over 20 k.; cpl. 122; a. Pol. mis.; cl. *Lafayette*)

Henry Clay (SSBN–625) was launched 30 November 1962 by Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; sponsored by Mrs. Green B. Gibson, great-granddaughter of Henry Clay; and commissioned 20 February 1964, Comdr. J. C. Lewis (gold crew) and Comdr. T. A. Bryce (blue crew) in command.

A modern atomic-powered submarine designed to fire the second generation Polaris ballistic missile, *Henry Clay* conducted shakedown off the coast of Florida beginning 28 February 1964. She completed her first submerged firing 6 April 1964 and returned to Newport News 29 May 1964. The submarine then sailed to her new home port, Charleston, S.C., and departed for her first deployment 17 August 1964. Joining America's strong and mobile deterrent force beneath the seas, she began her operations in the protection of the free world. By January 1967 she had completed 11 patrols as a ready and powerful deterrent to aggression. At present assigned to Submarine Squadron 14, *Henry Clay* in mid-1967 continues to cruise the depths of her assigned patrol areas where she serves both as an instrument of peace and, at a moment's notice if need be, as a lethal weapon of war.

Henry County

Counties in Alabama, Georgia, Illinois, Indiana, Iowa, Kentucky, Ohio, Tennessee, and Virginia.

I

(IX–34; dp. 3,640; l. 253′6″; b. 43′8″; dr. 15′6″; cpl. 37)

The first *Henry County* (IX–34) was built by the American Ship Building Co., Cleveland, Ohio. She commissioned at Portsmouth, Va., on 27 May 1930, Comdr. B. V. McCandlish in command.

She sailed for the West Coast on 12 July, transiting the Panama Canal on 23 July and arriving in San Diego via Corinto, Nicaragua, on 13 August. *Henry County* decommissioned at Mare Island, Calif., on 22 August 1930 and was loaned to the State of California that same day. She was renamed *California State* on 23 January 1931 and was finally transferred to the Maritime Commission on 30 June 1940.

II

(LST–824: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–511*)

The second *Henry County* (LST–824) was laid down as *LST–824* by Missouri Valley Bridge & Iron Co., Evansville, Ind., 28 September 1944; launched 8 November; sponsored by Mrs. Harry W. Groot; and commissioned 30 November, Lt. Jesse D. Jones in command.

After shakedown off Florida, *LST–824* departed New Orleans 4 January 1945 for San Diego, arriving there on the 24th. She embarked 107 bluejackets, then sailed for Pearl Harbor 26 January. During February she performed training exercises out of Hawaii, then loaded troops and equipment to depart Pearl Harbor 12 March.

For the next month she steamed through the Pacific, stopping at Eniwetok, Guam, and Saipan before proceeding to Okinawa. American forces were already engaged in the fierce struggle to wrestle Okinawa from enemy control when *LST–824* departed Saipan 12 April. Five days later she arrived off China Wan and commenced discharging troops and equipment on the embattled island. The landing ship returned to Saipan 27 April for reinforcement troops and cargo, and again steamed for Okinawa. For the remainder of World War II, she shuttled supplies between Okinawa and the Philippines in preparation for a possible invasion of Japan.

After the Japanese surrender, *LST–824* operated with occupation forces in the Far East until sailing for the United States in November. Arriving Portland, Oreg., 5 December, she decommissioned there 15 May 1946, and joined the Pacific Reserve Fleet. While berthed with the Columbia River Group, *LST–824* was named *Henry County* 1 July 1955.

Henry County recommissioned 5 September 1959, Lt. R. L. Dodd in command. After refresher training, *LST–824* departed the West Coast 19 March 1960 for the Far East, arriving Yokosuka 2 weeks later. During the next 4 months she transported supplies, performed training exercises with U.S. Marines, and engaged in joint operations with Korean forces before returning Long Beach 19 August.

Following 20 months of operations along the West Coast, *Henry County* sailed for the mid-Pacific in April 1962, then performed transport and amphibious duties out of Hawaii. In September she was assigned to Task Force 8 for the nuclear tests in Operation "Dominic." Since the tests were considered vital to the nation's security, the Navy demonstrated her ability once again to keep pace with the advances of technology developed to maintain peace through strength.

From December 1962 through December 1964, *Henry County* performed amphibious training operations off the California coast.

LST–824 received one battle star for World War II service.

Henry Gibbins

An Army name retained. Major General Henry Gibbins was Quartermaster General of the Army.

(T–AP 183: dp. 10,556; l. 489′; b. 70′; dr. 26′; s. 16.5 k.; T. C3–1N P&C)

Henry Gibbins (T–AP 183) was laid down as *Biloxi* under Maritime Commission contract by Ingalls Shipbuilding Corp., Pascagoula, Miss., 23 August 1941; launched 11 November 1942; sponsored by Mrs. H. I. Ingalls, Jr.; delivered to the Army Transportation Service 27 February 1943. She was renamed *Henry Gibbins* and served the Army as a troop transport during World War II.

She was acquired by the Navy from the Army 1 March 1950, and assigned to the Military Sea Transportation Service. During the Korean War she transported men and equipment from New York to Caribbean and Canal Zone ports, prior to their assignment in the Pacific. In 1953, *Henry Gibbins* operated on the New York to Bremerhaven, Germany, and Southampton, England, runs, making a total of 12 cruises to these European ports.

From 1954 until late 1959 the veteran transport steamed from New York to the Caribbean over 75 times, sailed to the Mediterranean on 3 occasions. and crossed the Atlantic to Northern Europe 8 times. During this time *Henry Gibbins* shuttled thousands of troops and tons of supplies between the United States and her foreign bases.

Henry Gibbins was transferred from MSTS to the Maritime Administration 2 December 1959, at Fort Schuyler, N.Y., for service with the New York Maritime College.

Henry Janes

A merchant name retained.

(Sch: t. 260; l. 109′9″; b. 29′8″; dph. 9′; a. 1 13″ mortar, 2 32-pdr.)

Henry Janes, a motor schooner, was purchased by the Navy from her owners, Van Brunt and Slaght, at New York 27 September 1861. She commissioned at New York Navy Yard 30 January 1862, Acting Master L. W. Pennington commanding.

Chosen by the department to be a part of Comdr. D. D. Porter's Motar Flotilla, *Henry Janes* was fitted with a mortar and proceeded to rendezvous with the other vessels under Porter's command at Key West. With the flotilla formed by the end of February, it sailed to join the West Gulf Blockading Squadron for the Mississippi River operations specifically aimed at the capture of New Orleans.

Henry Janes and the other ships passed over the bar and into the Mississippi River 18 March in preparation for the attack on Forts Jackson and St. Phillip. Below New Orleans the mortars opened fire on the forts 18 April and kept up a steady and devastating bombardment until Flag Officer Farragut passed with his fleet 24 April, defeated the Confederate Squadron, and steamed triumphantly to New Orleans. The loss of this great shipping center, largest and wealthiest city in the South, was a disaster from which the South had no hope of recovery.

After thus aiding in the key victory at New Orleans, tho mortar schooners returned to Ship Island, Miss., 6 May. There they remained until they were called upon to aid in the bombardment of another Confederate stronghold—Vicksburg. Arriving below the city 20 June, *Henry Janes* and the other ships supported Farragut with their fire as he passed the batteries 28 June to join with Commodore C. H. Davis farther up the river. The ships remained off Vicksburg in July and *Henry Janes* bombarded the city's defenses on the 15th, before proceeding downriver, engaging shore batteries as she went.

Assigned to the blockading forces off the coast of Texas, the schooner's next action, at Sabine Pass, was against Confederate batteries near Sabine City. The Union vessels entered the pass 21 September and forced the defenders to evacuate their fortifications 4 days later. Although Sabine City was captured, the Union could dominate only the waters in the area as no occupying troops were available. *Henry Janes* returned to blockading duties, with occasional boat expeditions into the innumerable passes and inlets of the Texas coast. On one such expedition, 20 November 1862, an entire boat crew from the schooner was captured by Confederates at Matagorda Bay.

For the next 18 months, *Henry Janes* performed blockade and gunfire duties at various stations of the West Gulf Blockading Squadron. She was below Port Hudson in June 1863 and from February to May 1864 operated off Fort Powell, near Mobile, and Pensacola, Fla. She was sent to New York 5 May 1864 for repairs to her hull and replacement of her mortar. The ship was subsequently turned over to the ordnance department 8 August, and assigned to the North Atlantic Blockading Squadron as an ordnance vessel.

Henry Janes sailed from New York 30 August to report in the sounds of North Carolina on ordnance duty. She remained there until sent north in June 1865, decommissioned 12 July 1865, and was sold to George Burnham, Jr., 20 July 1865 at Portsmouth, N.H.

Henry L. Stimson

Henry Lewis Stimson, born in New York City 21 September 1867, graduated from Yale in 1888. After graduate work and law school at Harvard, he entered the law firm headed by Elihu Root in 1891 and two years later became a partner.

In 1906 President Theodore Roosevelt appointed him U.S. Attorney for the Southern District of New York. Here he made a distinguished record prosecuting antitrust cases. After defeat as Republican candidate for governor of New York in 1910, Stimson was appointed Secretary of War in 1911. He continued the reorganization of the Army begun by Root, bringing it to high efficiency prior to its vast expansion in World War I.

Following the outbreak of war, he was a leader in the American effort to aid the stricken people of Belgium. After the United States became a belligerent, he served in France as an artillery officer reaching rank of Colonel in August 1918.

His success in several important diplomatic assignments and as Governor-General of the Philippine Islands led to Stimson's appointment as Secretary of State in 1929. His

management of the Nation's foreign affairs was highlighted by his strong opposition to Japanese occupation of Manchuria, the first aggressive step which led to World War II.

Returning to private life at the end of President Hoover's administration Stimson was an outspoken advocate of strong opposition to Japanese aggression. In 1941 President Roosevelt returned him to his old post at the head of the War Department and he skillfully directed the tremendous expansion of the Army to the force of over 10,000,000 men which crushed Axis ground forces in Europe and the Pacific.

Stimson retired from public office 21 September 1945 and died at Huntington, N.Y., 20 October 1950.

(SSB(N)–655: dp. 7250; l. 425′; b. 33′; dr. 32′; s. over 20 k.; cpl. 122; a. 16 A–3 Polaris missiles, 4 21″ tt.; cl. *Lafayette*)

Henry L. Stimson (SSB(N)–655) was laid down 4 April 1964 by the Electric Boat Division of General Dynamics Corp., Groton, Conn.; launched 13 November 1965; sponsored by Mrs. Thomas J. Dodd, wife of Senator Dodd of Conn.; and commissioned 20 August 1966, Captain Richard E. Jortberg (blue crew) and Comdr. Robert H. Weeks (gold crew) in command.

Following shakedown, *Henry L. Stimson* prepared for her role as one of the Navy's nuclear-powered submarines silently and invisibly roving the seas as a mighty deterrent against agression, preserving peace and protecting freedom.

Assigned to Submarine Squadron 16, *Henry L. Stimson* departed Charleston, S.C., 23 February 1967 on her first deterrent patrol. After successfully completing patrols in her assigned areas with each of her two crews, she continues in mid-1967 to serve the Nation as part of the first line of defense against any hostile power.

Henry P. Williams

Henry P. Williams (SP–509) was a converted yacht which served as a minesweeping training craft and patrol boat 1917–18. Built as yacht *Illawarra* by Bath Iron Works, Bath, Maine, in 1896, she was originally taken into the Navy in 1898 as *Oneida* (*q.v.*).

Henry R. Kenyon

Henry Russell Kenyon, Jr., was born 4 February 1916 in Bronxville, N.Y., and enlisted in the Navy 5 November 1940. He was discharged in 1941 to accept an appointment as Aviation Cadet and was commissioned Ensign 4 August 1941. After undergoing advanced flight training Kenyon joined Torpedo Squadron 8 for duty in the Pacific. He flew as a member of that squadron from famous carrier *Hornet* in the Battle of Midway 4 June 1942. The squadron took off to attack the enemy fleet without fighter cover in the face of murderous opposition. Knowing that they had insufficient fuel to return to the carrier. Kenyon and his comrades attacked gallantly until all were shot down. Ens. Kenyon was presumed dead 5 June 1942 and was awarded the Navy Cross posthumously for his heroic actions.

(DE–683: dp. 1,400; l. 306′; b. 37′; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 4 1.1″, 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21″ tt.; cl. *Buckley*)

Henry R. Kenyon (DE–683) was launched by Bethlehem Steel Co., Quincy, Mass., 30 October 1943; sponsored by Mrs. Verna Markham Kenyon, widow; and commissioned 30 November 1943, Comdr. C. M. Lyons, Jr., in command.

After her shakedown off Bermuda, *Henry R. Kenyon* returned to Boston. She was underway 26 January 1944 on a tour of convoy escort duty in the Caribbean, a fertile field for German submarines. Returning to Boston again 6 June, the ship underwent training in Casco Bay, Maine, and had her torpedo tubes replaced by additional antiaircraft guns. Assigned to an Atlantic escort group, she made five transatlantic voyages between 4 July 1944 and 30 August 1945, providing antisubmarine and antiaircraft protection in the Atlantic and eastern Mediterranean.

With the Battle of the Atlantic won, the destroyer escort proceeded 15 May from Norfolk through the Panama Canal and into the western Pacific theater. Arriving off Leyte 7 July, she spent the remainder of the war escorting ships in the Philippines and to New Guinea and Okinawa. After the surrender of Japan in August, *Henry R. Kenyon* continued to operate in the Philippines and off the coast of Japan until departing Manila for the United States 26 November.

Arriving San Diego 17 December, she remained in that port except for periodic training cruises until decommissioning 3 February 1947. She joined the Pacific Reserve Fleet and berthed at Mare Island, Calif., later to be moved to Stockton, Calif.—a part of the "Reserve Sea Power" essential to the security of our Nation.

Henry R. Mallory

A former name retained.

(ID–1280: dp. 10,910 n.; l. 440′2″; b. 54′6″; dr. 24′; s. 15 k.; a. 4 5″)

Henry R. Mallory, a troop transport, was built by Newport News Shipbuilding & Drydock Co., Newport News, Va., in 1916, and operated by Mallory Lines before being acquired by the Navy 13 April 1918. She commissioned 17 April 1918.

The transport was used to carry members of the American Expeditionary Force to Europe through the submarine-infested waters, carrying up to 2,200 troops per passage. After the war, she was transferred to the War Department, 23 October 1919, and later acquired by Agwilines, Inc. After many years of passenger service, she was used as a troopship by the War Shipping Administration in World War II. *Henry R. Mallory* was torpedoed and sunk 500 miles south of Iceland 9 February 1943.

Henry Seymour

A former name retained.

(SchBar: t. 160; l. 91′ (b.p.); b. 30′7″; dr. 10′)

Henry Seymour (SP–3225), a wooden schooner barge, was built in 1890 by A. C. Brown, Staten Island, N.Y.; purchased by the Navy from her owner, Merritt & Chapman Co., New York City, in 1918; taken over 22 September 1918; and commissioned 18 October 1918. Assigned to the 3d Naval District, she operated out of New York harbor as a salvage barge. She decommissioned 15 May 1919 and was sold by the Navy the same day.

Henry T. Allen

An Army name retained.

(AP–30: dp. 21,900 limiting; l. 535′; b. 72′; dr. 31′3″; s. 16 k.; a. 1 5″, 4 3″)

Henry T. Allen (AP–30) was launched as an Army transport under the Shipping Board in 1920 by New York Shipbuilding Corporation, Camden, New Jersey. Completed in 1921 as *Wenatchee*, she was operated by Pacific Steamship Co. until November 1922, and renamed *President Jefferson*. She then operated for and was purchased by Admiral Oriental Line. The ship was laid up in Seattle in 1938, and was purchased by the Army in October 1940. Renamed *Henry T. Allen* by the Army, the ship was then acquired by the Navy 6 December 1941 and placed in partial commission for conversion to Navy use at Moore Dry Dock Co., Oakland, Calif. *Henry T. Allen* commissioned in full 22 April 1942, Captain P. A. Stevens commanding.

After completion of outfitting, *Henry T. Allen* made one troop carrying voyage to Honolulu and return. Arriving San Diego 18 June 1942, she took part in amphibious landing exercises until August, helping to mold the potent American assault forces which would be a decisive factor in the Pacific war. The ship sailed 22 August via the Canal Zone for Norfolk, where she arrived 11 September for more landing training on the Maryland coast.

Henry T. Allen was to take part in cross-ocean invasion, Operation Torch. The ship departed 23 October for North Africa as part of the Northern Attack Force, serving as flagship for transports in that phase of the operation. The force arrived off Mehedia, near strategic Port Lyautey, 7 November and *Henry T. Allen* began that morning to unload her Army troops from the transport area. She remained off the beaches occasionally subjected to fire from shore batteries until 15 November. She then helped consolidate the successful landing by mooring at Casablanca to unload cargo. The transport sailed 17 November and arrived Norfolk the 30th.

Following the important North Africa landings, during which much was learned about amphibious operations, *Henry T. Allen* was assigned to the Pacific, a theater in which amphibious assaults were to play a central role. Carrying Marines, she sailed 17 December and arrived Tutuila, Samoa group, via the Canal Zone, 13 January 1943. The ship also transported troops to Noumea and Espiritu Santo and while at the latter port 1 February 1943 was redesignated an attack transport, APA–15.

Until March 1944 *Henry T. Allen* operated between New Guinea and Australian ports, carrying both American and Australian troops in support of the Allied offensive in New Guinea and the Solomons. She made many passages through the dangerous waters of the Coral Sea, and on one occasion, 13 July 1943 detected a torpedo track approaching her port bow. Alert action brought the transport around and out of danger, the torpedo passing a scant 50 yards ahead.

Henry T. Allen sailed from Buna 26 March for training exercises on Goodenough Island with the U.S. 24th Division, eompleting 16 April. The ship then got underway 17 April for the important Hollandia operation, the joint attack on Central New Guinea. *Henry T. Allen* joined Admiral Barbey's group for the landings at Tanahmerah Bay 22 April and after their success was assured steamed to Cape Sudest, New Guinea, 24 April. The ship spent the next few weeks transporting troops into Hollandia to consolidate gains and prepare for the next step in the westward advance toward the Philippines. *Henry T. Allen* anchored at Aitape 15 May to load troops for the Wakde-Sarmi landings, and got underway the next day for a run of 120 miles undetected by the Japanese. Under a brisk naval bombardment the transport unloaded on the 17th and returned to Hollandia.

The veteran transport spent the rest of her career as a flagship for various amphibious eommands. Until September 1944 she performed training exercises on Bougainville and New Guinea, and after a voyage to Queensland, Australia, arrived Hollandia 3 October 1944. There she received additional equipment and supplies to allow her to better perform her headquarters function. *Henry T. Allen* remained at Hollandia until January 1945 as the administrative base of the famous 7th Amphibious Force. She shifted her base to Leyte Gulf as American forces swept north and west, arriving 28 January 1945.

After the final surrender of Japan *Henry T. Allen* steamed to Manila 3 September and departed for the United States 15 November. She arrived 10 December 1945, decommissioned 5 February 1946, and was redelivered to the War Department. After a period in reserve at Suisun Bay, she was sold to Boston Metals Co., Baltimore, Md., and scrapped in March 1948.

Henry W. Tucker

Henry Warren Tucker was born 5 October 1919 in Birmingham, Ala. He enlisted in the Naval Reserve 24 June 1941 and after being trained as a pharmacist's mate reported to the oiler *Neosho* 15 January 1942. On 7 May 1942, in the opening phase of the Battle of the Coral Sea, *Neosho* and her escorting destroyer were attacked by three waves of Japanese planes. The escort sank and *Neosho* was so severely damaged that the skipper ordered all hands to prepare to abandon ship. Many of the oiler's crew, believing that "abandon ship" orders had been given, went over the side at once. As the men struggled through the water trying to reach the few undamaged life rafts, Henry W. Tucker swam among them, treating the burned and wounded. Disregarding his own safety, he helped many of his shipmates to safety on the life rafts while refusing a place himself, at the cost of his life. For his gallant and devoted service to his wounded comrades, Pharmacist's Mate Third Class Henry W. Tucker was posthumously awarded the Navy Cross.

Henry W. Tucker (DE–377) was building at Consolidated Steel Corp., Orange, Tex., but was cancelled 6 June 1944.

I

(DD–875: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 34.5 k.; cpl. 367; a. 6 5", 8 40mm., 5 21" tt.; el. *Gearing*)

Henry W. Tucker (DD–875) was launched 29 May 1944 by the Consolidated Steel Corp., Orange, Tex.; sponsored by Mrs. Henry Walton Tucker, mother of the late Pharmacist's Mate Third Class Henry W. Tucker; and commissioned 12 Mareh 1945, Comdr. Bernard H. Meyer in command.

After shakedown, *Henry W. Tucker* was converted to a radar picket destroyer and participated in radar and anti-aircraft exercises off the Maine coast until sailing for Pearl Harbor 4 November. From the Hawaiian islands she continued to Yokosuka, arriving 22 December, to aid in the occupation of Japan and repatriation of Japanese nationals. Her first tour of duty in the Far East ended 25 March 1946 as she set course for her new homeport, San Diego. In the next 3 years *Henry W. Tucker* made two more such cruises, alternating them with tactical exercises and operations along the east coast. In March and April 1948 the destroyer patrolled off Eniwetok in connection with United States atomic tests in the Pacific islands. She was reclassified DDR–875 18 March 1949.

Undergoing overhaul at the time Communist troops launched their attack on South Korea in June 1950, *Henry W. Tucker* speeded up preparations and joined the fleet operating off Korea in November. After 5 months of hunter-killer and patrol operations, she joined the screen for Task Force 77, a fast carrier force whose jets struck hard and often at enemy supply lines and troop concentrations. The destroyer also participated in shore bombardment and landed several raiding and intelligence parties on the western coast of the war-torn peninsula. On 28 June 1951 as she steamed into Wonsan Harbor *Henry W. Tucker* was hit by six enemy shells. Two men were injured and extensive damage was done to her radar gear, but the destroyer's return fire effectively silenced enemy shore batteries. Returning to San Diego 8 August, *Henry W. Tucker* engaged in intensive training exercises before returning to Korea to join TF–77 off the east coast 25 Mareh 1952. Screening and plane guard duty with the fast carrier force alternated with ASW patrol and shore bombardment duties until she sailed for home 13 September.

Henry W. Tucker entered the Mare Island Naval Shipyard for installation of the newest radar equipment in September, emerging 14 April 1953. Her new duties, centered primarily on the detection of enemy attack through extensive radar coverage, were to take her on eight more WesPac cruises in the next 10 years. In addition to the lonely patrols along the radar picket line, *Henry W. Tucker* also patrolled the important Formosa Straits and the Korean coast. When not deployed with the 7th Fleet, the radar picket destroyer participated in tactical training exercises and fleet maneuvers out of her

San Diego homeport. Streaming her homeward bound pennant at Yokosuka 2 November 1962, *Henry W. Tucker* sailed for Boston via Pearl Harbor, San Diego, Acapulco, and the Panama Canal. She reached the Naval Shipyard there 13 December to begin fleet rehabilitation and modernization overhaul, designed to lengthen her life as an active member of the fleet by 10 to 15 years. While undergoing modernization, she was reclassified DD–875 on 15 March 1963. The FRAM overhaul was completed 4 December 1963 and *Henry W. Tucker* began a program of intensive training, until 26 May, when she departed for the western Pacific and a station on the Taiwan Patrol. Almost immediately she was diverted to the South China Sea where the 7th Fleet brought swift power to bear in answer to continued Communist aggression.

Tucker alternated between antisubmarine patrol off Vietnam and off Taiwan until April 1965, when she joined Operation "Market Time," a close surveillance of Vietnamese coastal traffic to prevent the shipment of supplies to the Viet Cong on the South Vietnamese coast. On 16 May the veteran destroyer pounded Viet Cong coastal concentrations southeast of Saigon and thus became the first U.S. ship to provide naval gunfire support against enemy targets in South Vietnam. During the next 14 months she continued her varied but important assignments against Communist aggression.

She provided gunfire support for ground operations dozens of times; and during a 40-day period in August and September fired over 5,000 rounds from her 5-inch guns, destroying or damaging numerous enemy positions. In addition to "Market Time" patrols, she screened hard-hitting attack carriers in the South China Sea and the Gulf of Tonkin and served as a search and rescue control ship to recover downed pilots at sea. This vital duty sent her close to enemy-controlled shores; however, joined by daring SAR helicopters which refueled and replenished from the destroyer while in flight, she provided maximum protection for planes returning from strikes over North Vietnam. She refueled more than 80 helicopters while on SAR assignments. Known as "Tuck's Tavern" to the brave "chopper" pilots, she became the first destroyer 6 November to refuel an in-flight helicopter at night. Coordinated training with these versatile aircraft paid off 26 June 1966 when two pilots from *Constellation* (CVA–64) and *Ranger* (CVA–61) were plucked from the sea less than 3 miles from the North Vietnamese coast and carried to *Henry W. Tucker*.

After more than 2 years of almost continuous duty off Vietnam, *Henry W. Tucker* returned to Long Beach early in August. Following a 4-month overhaul and intensive training out of San Diego and Long Beach, she deployed to the Far East in June 1967. She resumed carrier screening duty late in July; and, following the disastrous fire on board *Forrestal* 29 July, she took part in survivor rescue and escort operations. As the conflict in South Vietnam continued in 1967, *Henry W. Tucker*, a battle-tested veteran of two struggles against Communist aggression in the Far East, remained "on the line" ready to meet the challenge of new assignments efficiently, effectively, and with dispatch.

Henry W. Tucker was awarded seven battle stars for her participation in the Korean conflict.

Henshaw

(DD–278: d. 1,308.; l. 314'4"; b. 30'11"; dr. 9'4"; s. 34.75 k.; cpl. 122; a. 4 4", 1 3"; cl. *Belknap*)

Built by the Bethlehem Ship Building Co. of Squantam, Mass., *Henshaw* was launched 28 June 1919, Miss Ethel H. Dempsey sponsor. She commissioned at Boston on 10 December 1919, Lt. Comdr. Martin J. Peterson in command.

The new destroyer sailed to Newport, R.I., for torpedoes and ammunition and from there left for the Caribbean, arriving at Guantanamo 9 February 1920. From 24 February until 4 March *Henshaw* was part of the Navy fleet standing off Port Cortes, Honduras, to protect American lives and interests should revolution erupt in Guatemala, which it didn't. She then sailed for the West Coast, joining the destroyer squadron, Pacific Fleet, at San Diego on 1 April. Her first duty was to escort HRH the Prince of Wales, later Edward VIII, in HMS *Renown* into and out of San Diego on 7–8 April.

After exercises with the fleet off the California coast, *Henshaw* sailed to Seattle, where on 10 July she joined the cruise of Josephus Daniels, Secretary of the Navy, Admiral Hugh Rodman, Commander of the Pacific Fleet, and John B. Payne, Secretary of the Interior. While inspecting Alaskan coal and oil fields, and looking for possible fleet anchorages, the cruise touched at nine northern ports, including Ketchikan, Sitka, Dundas Bay, and Juneau, before *Henshaw* returned to San Diego on 17 August. During the cruise she had been visited by all the dignitaries involved, and had transported Thomas Briggs, Governor of the territory of Alaska, and his party, from Sitka to Juneau. Training and battle exercises along the California coast and an occasional run to Puget Sound with passengers occupied *Henshaw* until 15 June 1922, when she decommissioned at San Diego.

Recommissioning there on 27 September 1923, Lt. E. G. Herzinger commanding, *Henshaw* again served with the destroyer squadron, Pacific Fleet. Her itinerary for 1924 typifies her activities for the next 6 years: departing San Diego on 2 January, she transited the Panama Canal and engaged in tactical maneuvers with the combined fleets in the Caribbean, returning to San Diego on 24 April. After overhaul at Bremerton, she returned to California for further exercises and training. In 1925 this routine was slightly varied, as the fleet exercises took place off Pearl Harbor and Lahaina Roads, Hawaii.

Henshaw decommissioned at San Diego on 11 March 1930. Her name was stricken 22 July 1930 and she was scrapped and sold 14 November 1930.

Hepburn

Arthur Japy Hepburn, born 15 October 1877 in Carlisle, Pa., graduated from the Naval Academy 5 June 1897. During the Spanish-American War he served as Passed Midshipman in battleship *Iowa*, and he participated in the defeat of Admiral Cervera's Spanish Squadron off Santiago, Cuba, 3 July 1898. Commissioned Ensign 1 July 1899, during the next two decades he assisted in making oceanic surveys in the Pacific and performed a variety of duties ashore and afloat, including service in *Georgia*, *Olympia*, and *South Carolina*. During World War I he commanded the seized German liner *Kaiser Wilhelm II* and the Submarine Chaser Base, New London, Conn., until ordered to Europe in July 1918 to command the subchaser base at Queenstown, Ireland. After the armistice, he served in *Chester*, inspecting German naval ships and aircraft in accordance with naval terms of the Armistice. From 1919 to 1922 he was Assistant Chief of the Bureau of Steam Engineering, and from 1922 to 1924 he served as Chief of Staff of the U.S. Naval Detachment in Turkish Waters. During the years prior to World War II, he served a wide variety of important posts both ashore and afloat. He took command of *West Virginia* (BB–48) in May 1925; became Director of Naval Intelligence in July 1926. From 1927 to 1930 he served as Chief of Staff with Battle Fleet and U.S. Fleet and on 23 May 1931 took command of Submarine Forces, U.S. Fleet. Between June 1932 and July 1933, he served as a naval member to the three-power Limitations of Arms Conference as Naval Adviser to the Geneva Delegation in Switzerland and to the American Representative at the London Naval Conference.

After serving as Commander 4th Naval District, and commanding destroyers of the U.S. Fleet, he became Commander-in-Chief, U.S. Fleet 24 June 1936, serving in the rank of Admiral. Two years later he headed a board which reviewed America's national defense structure during the deteriorating international situation. The "Hepburn Board Report" was the basis for the massive

Shore Establishment expansion that took place prior to World War II. In 1942, Admiral Hepburn was appointed Chairman of the General Board of the Navy, serving in that capacity throughout the war. He also served as a delegate to the Dumbarton Oaks meetings, which established guidelines for founding the United Nations. Admiral Hepburn retired from active duty 10 December 1945, and died 31 May 1964.

(DE–1055: dp. 2,624; l. 414'6"; b. 44'; dr. 18'; s. 27.4 k.; cpl. 247; a. 1 5", 4 21" tt., ASROC, DASH; cl. *Knox*)

Hepburn (DE–1055) was laid down 1 June 1966, by Todd Shipyard Corp., San Pedro, Calif.; and launched 25 March 1967; sponsored by Mrs. Arthur J. Hepburn and Mrs. Joseph R. Barse. Once completed and commissioned, she will possess the capabilities to screen attack and support ships and to operate effectively against submarines. Operating either alone or with a hunter-killer group and equipped with the latest ASW equipment, the escort will be able to seek out and destroy enemy submarines. Moreover as is so important in these days of potential conflict, her ability to perform blockade, surveillance, search, and evacuation missions at a moment's notice will add readily to the Navy's deterrent force and assist in the continuing task of "keeping the peace." Her commissioning is scheduled for 1969.

Herald

A bearer of news.

I

(Ship: dp. 279; l. 92'8"; b. 26'3½"; cpl. 140; a. 18 guns)

The first *Herald* was built at Newburyport, Mass., and purchased at Boston from Edward Davis 15 June 1798.

Wearing a splendid figurehead of a man, she sailed from Boston 22 August 1798. She cruised in the West Indies from 1799 to 1800, protecting American commerce; and, after the treaty of peace with France had been ratified 18 February 1801, returned to the West Indies 23 March 1801 to recall the U.S. naval force.

Herald was sold at Boston in 1801.

(Ship: t. 274)

Herald, a ship-rigged sailing ship, was one of a group of 16 old whaling vessels purchased at New Bedford 27 September 1861. This "Stone Fleet" was towed to Charleston and sunk inside the main bar to obstruct the channel in December 1861.

II

(AM–101: dp. 890; l. 221'2"; b. 32'; dr. 10'; s. 18 k.; cpl. 105; a. 1 3", 2 40mm., 6 20mm., 2 dct., 5 dcp.; cl. *Auk*)

The second *Herald* (AM–101), a steel-hulled diesel-powered minesweeper, was launched by General Engineering & Dry Dock Co., Alameda, Calif., 4 July 1942; and commissioned 23 March 1943, Comdr. D. B. Poupeney in command.

Following her shakedown training off the California coast, *Herald* got underway 16 May 1943 for Dutch Harbor, Alaska, where she took part in patrols and was present for the unopposed landing on Kiska Island 15 August. The ship resumed her patrol and escort duties; but, after suffering severe damage in a storm 6 November 1943 returned to Seattle 10 December for repairs.

The minesweeper returned to duty 12 February 1944, sailing to Pearl Harbor on the 22d. After two convoy voyages to the Marshalls, she got underway 30 May to join the fleet at Eniwetok for one of the most important amphibious operations of the war, the invasion of the Marianas. *Herald* arrived off Saipan on D-day, 15 June, and performed minesweeping and escort duties. While the U.S. fleet won a great victory at the Battle of the Philippine Sea 19 to 21 June, the minesweeper protected the transport and fueling areas off Saipan. She sailed to Tarawa 17 July to escort a group of LST's back to Pearl Harbor, where she arrived 26 July.

In the months that followed, *Herald* performed vital convoy work in the Marshalls and Marianas, including patrol and some minesweeping work. In early 1945 she served as an escort ship for submarines returning to Ulithi from war patrols. *Herald* sailed from Pearl Harbor for the United States 11 May 1945, arriving San Francisco 7 days later.

At San Francisco at war's end, the minesweeper sailed 1 September 1945 to take part in the giant sweeping operations necessary for rapid and safe occupation of the former Japanese islands. Arriving Sasebo, Japan, 26 October, *Herald* operated in the South China Sea until departing 15 January 1946 for the United States. Arriving San Diego 17 February after stops at Eniwetok and Pearl Harbor, she decommissioned 31 May 1946 and was placed in reserve.

Herald recommissioned 5 March 1952 at San Diego and spent the remainder of the year in shakedown training and minesweeping drills on the east coast of the United States. Operating out of Charleston, the ship made two cruises to the Mediterranean in the spring of 1953 and the summer of 1954, strengthening the 6th Fleet in that troubled region. *Herald* continued to take part in fleet maneuvers and training off the east coast and in the Caribbean until arriving Jacksonville, Fla., 10 February 1955. She decommissioned at Green Cove Springs 15 April 1955 and entered the Atlantic Reserve Fleet. Reclassified MSF–101, 7 February 1955, she is now berthed at Orange, Tex.

Herald received two battle stars for World War II service.

Herald of the Morning

A Maritime Commission name retained.

(AP–173: dp. 6,556 light; l. 459'2"; b. 63'; dr. 25'9" max.; s. 16 k.; a. 1 5", 4 3")

Herald of the Morning (AP–173) was launched under Maritime Commission contract by Moore Dry Dock Co., Oakland, Calif., 14 August 1943; sponsored by Mrs. J. R. Moore. After service with U.S. Lines, she was converted to Navy use at United Engineering Co., Alameda, Calif.; and acquired by the Navy on a loan-charter basis 22 April 1944. She commissioned 22 April 1944, Comdr. H. A. Dunn in command.

After a brief shakedown cruise, the ship loaded troops and supplies and sailed 2 May for the Hawaiian Islands. Arriving 6 days later, *Herald of the Morning* engaged in amphibious training exercises for the upcoming invasion of the Marianas, an important step in the historic island-hopping campaign toward Japan. The ships departed for the Marshalls 1 June. *Herald of the Morning* was assigned to a reserve group, and arrived Saipan 16 June, the day after Vice Admiral R. K. Turner's Marines had stormed ashore. The transport unloaded her supplies, debarked troops, and retired to Eniwetok 26 June. There she remained 1–13 July before sailing to Pearl Harbor to load more troops for the Pacific fighting.

Herald of the Morning arrived Pearl Harbor 31 July, brought troops and supplies on board, and sailed 12 August 1944 for training operations in the Guadalcanal area. Assigned to the Peleliu operation, the ship departed 8 September and arrived off the Palaus 7 days later. On 17 September she engaged in a diversionary landing on Babelthuap Island, in the group, pulling back her units just before they hit the beaches. In the meantime, a full landing had been made on Angaur Island, where *Herald of the Morning* discharged her troops and cargo the next day.

As events in the western Pacific picked up momentum, the transport sailed 21 September for Ulithi, debarked the remainder of her men and cargo, and arrived Seeadler harbor, Manus, 28 September. There she began preparations for the return to the Philippines—the invasion of Leyte. Assigned to the Northern Attack Force, the trans-

port got underway from Manus 12 October and discharged her troops and cargo during the initial assault phases 20 October. *Herald of the Morning* then returned to Guam via the Palaus to embark more troops. As the Japanese moved to challenge the invasion of the Philippines in a giant sortie which resulted in the decisive Battle of Leyte Gulf, *Herald of the Morning* took on board reinforcements, and shifted to Manus for additional troops 16 November. Two days later she sailed for the Philippines, discharging troops north of Dulag 23 November. During this period the ship was forced to fight off enemy air attacks, but suffered no important damage.

Herald of the Morning departed 24 November for New Guinea, arriving 30 November, and spent the next month in training near Sansapor for the next strike in the Philippines, the Lingayen Gulf operation. She sailed 30 December and despite heavy air attacks on the convoys arrived in the gulf 9 January for the initial invasion. There the ship endured heavy air attacks before successfully disembarking her units and retiring to anchorage. With the important invasion underway, *Herald of the Morning* sailed 12 January 1945 for Leyte Gulf. She loaded troops there 14 January and at Biak 22 January, unloading these much-needed reinforcements on Mindoro 9 February.

Returning to Leyte 12 February, *Herald of the Morning* sailed 3 days later for Ulithi and Iwo Jima, where she embarked veterans of the early fighting on that bitterly contested island 9–27 March. Departing 27 March, the ship brought her troops to Pearl Harbor and San Francisco, steaming through the Golden Gate 23 April.

With replacement troops on board and repairs made, the transport sailed 29 June for Manila, via Eniwetok and Ulithi. She arrived Manila 29 July, unloaded her troops, and began the long voyage back to the United States. As *Herald of the Morning* sailed for San Francisco with returnees, the surrender of Japan was announced. The ship arrived 11 September, and was assigned to Operation "Magic Carpet," the gigantic task of bringing home the thousands of American servicemen. She made four more voyages to the islands of the Pacific on this mission, and was released for deactivation 21 June 1946. Returning to Olympia, Washington, in July, she decommissioned 9 August and was returned to the Maritime Commission. Subsequently sold to Waterman Lines, the ship sailed as *Citrus Packer* until 1958 when she was sold to Gulf-South American Lines as *Gulf Trader*.

Herald of the Morning received five battle stars for World War II service.

Herbert

Hilary Abner Herbert, born in Laurensville, S.C., in 1834, was educated at the University of Alabama and the University of Virginia. He was admitted to the South Carolina bar in 1856 and practiced law in Greenville until the Civil War.

The future Secretary of the Navy entered the Confederate Army as a second lieutenant and served his cause with gallantry for 4 years. After the war, Herbert returned to his law practice and was elected to Congress in 1877. During his tenure as Congressman, Herbert was chairman of the Committee on Naval Affairs and was largely responsible for the increased appropriations which led to the revival of the American Navy.

In 1893 President Grover Cleveland appointed Herbert as Secretary of the Navy. Secretary Herbert was able to muster support for an enlarged navy, despite the Depression of 1893, and brought the fleet to some level of preparedness for the Spanish-American War. From 1897 to his death 6 March 1919 Herbert practiced law in Washington, D.C.

(DD–160: dp. 1,090; l. 314′5″; b. 31′8″; dr. 9′4″; s. 35 k.; cpl. 124; a. 4 4″, 3 3″, 12 21″ tt.; cl. *Wickes*)

Herbert (DD–160) was launched 8 May 1919 by the New York Shipbuilding Corp., Camden, N.J.; sponsored by Mrs. Benjamin Micon, daughter of the late Hilary A. Herbert; and commissioned 21 November 1919, Lt. Comdr. E. A. Logan in command.

After shakedown in South Atlantic waters, *Herbert* trained in the Caribbean until 1 May 1920, returning there 20 July with the Atlantic Fleet destroyer squadron. *Herbert* participated in torpedo practices, antiaircraft drills, and short range battle practice along the east coast. She decommissioned at Philadelphia 27 June 1922.

Herbert recommissioned 1 May 1930 and joined the Scouting Fleet at Newport, R.I. For the next 4 years she operated in both East and West Coast waters, playing important roles in annual fleet problems and battle practice. From 16 January 1935 until August 1939, *Herbert* served as a training ship for naval reserves and midshipmen. As war swept across Europe, she sailed to Portugal via the Azores 2 October 1939 and remained there until July 1940.

Returning to the States, the destroyer underwent overhaul and 10 October reported to New London for sound school training. *Herbert*'s training kept pace with the steadily intensifying war in Europe as she spent most of 1941 in battle practice, torpedo drills, and antisubmarine work.

With America's entry into the war, *Herbert* operated as a convoy escort along the American coast from Key West north to Halifax and Iceland. Guiding virtually defenseless merchant ships through coastal and Caribbean waters infested with U-boats, *Herbert* carried out frequent depth-charge attacks on marauding submarines. From April through June 1943 she visited Gibraltar and North Africa, as the build-up for the invasion of Sicily intensified. A hunter-killer patrol followed. After a second HUK patrol, *Herbert* escorted a convoy from Bermuda to Casablanca, returning to Charleston 22 November 1943 for conversion to a high-speed transport.

Herbert now APD–22 sailed for the Pacific, reaching San Diego for amphibious training and continuing on to Cape Sudest, New Guinea, via Pearl Harbor 23 March 1944. She disembarked troops for the initial invasion at Humboldt Bay, New Guinea, 22 April and then spent a month on convoy escort duty before landing troops for the invasion of Biak Island 27 May. Landings at Warsai in the Cape Sansapor Area 30 July followed further patrol and escort duty, and 15 September found *Herbert* off Morotai. Troops landed under naval cover to secure the airfield, which was within easy striking distance of the Philippines, next major step in the island-hopping war across the Pacific. On 17 October, 2 days before the initial landings at Leyte Gulf, *Herbert* landed Rangers on Homonhon Island which controlled the entrance to the Gulf. The destroyer remained in the Philippines, under almost constant Japanese air attack, throughout the rest of 1944; and, in January 1945, landed support troops at Lingayen Gulf.

From the Philippines *Herbert* moved north for escort duty to Iwo Jima, returning to Leyte 18 March 1945 to prepare for the invasion of Okinawa, the largest amphibious operation of the Pacific war. Arriving Okinawa 31 March, the day before the initial landings, *Herbert* took up patrol and escort duties. Suicidal kamikaze attacks wounded ships all around her, but *Herbert* remained untouched. After two runs escorting convoys from back staging areas up to Okinawa, the destroyer headed home, reaching San Diego 19 June. *Herbert* decommissioned at San Diego 25 September 1945 and was sold for scrap to the Boston Metal Co. of Baltimore 23 May 1946.

She received six battle stars for World War II service.

Herbert C. Jones

Herbert Charpiot Jones was born 21 January 1918 at Los Angeles and enlisted in the Naval Reserve 14 May 1935. He was commissioned Ensign 14 November 1940 and reported to *California* at Pearl Harbor 2 weeks later. On 7 December 1941, the 23-year-old Ensign was about to relieve the officer-of-the-deck on battleship *California* when Japanese planes swooped in to attack. In the first wave,

a torpedo and a bomb hit the ship. Ens. Jones dived into a smoke-filled hatchway and crawled along oil-slick decks to rescue a stricken sailor before being temporarily overcome by fumes. Reviving, Ensign Jones saw an antiaircraft battery without a leader and, staggering to his feet, took command. As a second wave of Japanese planes came in, the young officer fired his guns until all their ammunition was expended. Since the torpedo had put *California*'s ammunition hoist out of action, Ens. Jones quickly organized a party of volunteers to go below and pass the ammunition up by hand. The vitally needed shells had just begun to reach the battery when a bomb hit the ship and mortally wounded him. As the men tried to carry him to safety, the gallant Ensign told them "Don't bother about me. I'm done for. Save yourself before the magazines go off!"

In posthumously awarding Ens. Herbert C. Jones the Medal of Honor, President Franklin D. Roosevelt cited him for "conspicuous devotion to duty, extraordinary courage, and complete disregard of his own life above and beyond the call of duty."

(DE–137: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3", 2 40mm., 8 20 mm., 3 tt.; 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Edsall*)

Herbert C. Jones (DE–137) was launched 19 January 1943 by the Consolidated Steel Corp., Orange, Tex.; sponsored by Mrs. Joanne Ruth Jones, widow; and commissioned 21 July 1943, Lt. Comdr. Alfred W. Gardes, Jr., in command.

After a Caribbean shakedown, *Herbert C. Jones* reported to the Naval Research Laboratory, Washington, D.C., to participate in experiments on the method of control used by the Nazis in their glider bombs. The new destroyer escort departed Norfolk 7 October for the Mediterranean, arriving Algiers via Gibraltar 16 October to begin a year of escort duty along the North African coast. In a German attack 6 November, *Herbert C. Jones* destroyed one enemy plane. As she escorted a convoy bound from Algiers to Bizerte, *Herbert C. Jones* distinguished herself in an intensive 2-hour German attack the afternoon of 26 November. In addition to splashing one fighter, the ship studied the performance characteristics of enemy radio-directed glider bombs. As a result of these under-fire investigations, *Herbert C. Jones* and her sister ship *Frederick C. Davis* were fitted with powerful radio-jamming sets in early December to counteract and misdirect the glider bombs. This new electronic warfare capability was to find almost immediate use as *Herbert C. Jones* patrolled off the Italian coast 22 January 1944 while Allied troops stormed ashore to establish the Anzio beachhead. With her special gear, *Herbert C. Jones* jammed and decoyed into the sea the great majority of the many glider bombs directed at the naval task force. She also intercepted radio messages which enabled her to give warning of impending German air attacks. *Herbert C. Jones* received the Navy Unit Commendation for her work off Anzio.

The destroyer-escort saw her next major action as she arrived off the French coast 16 August, D-day plus one, to support Operation "Anvil," the invasion of southern France. After 2 months of antisubmarine patrol, *Herbert C. Jones* reached New York 17 October for overhaul and coastal convoy duty.

In December 1944 she joined a hunter-killer task force for antisubmarine patrol in the Atlantic out of Norfolk. Remaining on this duty until V–E Day, *Herbert C. Jones* sailed for the Pacific 24 June 1945 after training exercises in Cuba. She was at Pearl Harbor when news of the Japanese capitulation was received 15 August, and from there sailed to the Marshall Islands for precautionary air-sea patrol duty. *Herbert C. Jones* sailed to Green Cove Springs, Fla., via San Diego, the Panama Canal, and New York City 15 March 1946. She decommissioned and was placed in reserve 2 May 1947. In 1967 she was berthed at Philadelphia.

For her participation in World War II, *Herbert C. Jones* was awarded three battle stars.

Herbert J. Thomas

Herbert J. Thomas was born 8 February 1918 in Columbus, Ohio. From July to October 1941, he had enlisted service with the Army Air Corps. Sergeant Thomas enlisted in the Marine Corps Reserve 3 March 1942 at Charleston, W. Va., and after basic training was assigned to the 2d Marine Brigade. He was killed while serving with the 3d Marine Division during the battle at the Koromokina River, Bougainville, Solomon Islands, 7 November 1943. Discovering a gun emplacement difficult to approach, he carefully placed his men around him in strategic positions from which they were to charge after he had thrown a grenade into the emplacement. When the grenade struck vines and fell back into the midst of his group, Sergeant Thomas deliberately flung himself upon it to smother the explosion, valiantly sacrificing his life for his comrades. For his heroic conduct he was awarded the Medal of Honor.

(DD–833: dp. 2,425; l. 390'6"; b. 40'10"; dr. 18'6"; s. 35 k.; cpl. 435; a. 6 5", 14 40mm., 16 20mm., 6 dcp.; cl. *Gearing*)

Herbert J. Thomas (DD–833) was launched 25 March 1945 by Bath Iron Works Corp.; sponsored by Miss Audrey Irene Thomas, sister of Sergeant Thomas; and commissioned 29 May 1945, Comdr. Robert T. S. Keith in command.

After shakedown along the East Coast and in the Caribbean *Herbert J. Thomas* transited the Panama Canal and joined the Western Pacific Forces supporting the occupation of Japan and Korea at war's end.

After operations with the 7th Fleet out of Japan during most of 1946 and patrol duty in Korean waters, she sailed late November via Guam and Pearl Harbor, arriving San Diego 21 December. *Herbert J. Thomas* sailed 6 January 1947 via the Canal Zone arriving Newport, R.I., 6 February. Between February 1947 and 22 May 1950 she conducted operations along the East Coast and in the Caribbean and made three deployments with the 6th Fleet to the Mediterranean. During the latter part of 1948 she was assigned duty as a Naval Academy practice ship, giving 6-day antisubmarine indoctrinations.

Herbert J. Thomas had just returned from the Mediterranean and was in Cartagena, Colombia, when hostilities broke out in Korea in June 1950. She immediately proceeded to Pearl Harbor and joined the Pacific Fleet. In July she joined Task Force 77 (7th Fleet Striking Force) operating off the coast of Korea in the Yellow Sea, effectively checking the enemy. A month later *Herbert J. Thomas* was assigned to the blockading force on Korea's east coast, and rendered highly effective gunfire support missions for our forces at Pohang, inflicting much damage on the enemy. While operating with the blockading forces, she furnished interdiction fire all along the eastern coast and fired a diversionary mission for British commandos who were landed from submarine *Perch* to destroy a vital railroad tunnel.

At 1329 on the afternoon of 4 September, *Herbert J. Thomas* was on picket duty about 60 miles north of Admiral Ewen's main force when she made radar contact on unidentified aircraft and reported this to *Valley Forge* planes passing overhead. A division of Corsairs which was orbiting northeast of the force was vectored out. The raid was now estimated on course 160°, speed 180 knots. As the fighters turned to meet it, it separated into two parts, one retiring in the direction whence it came. Sighting the fighters, the bogey nosed down, increased speed and began evasive action, but turned toward Korea rather than westward toward China. The division leader flew over him in an attempt to identify and reported a twin-engined bomber with red star markings. The intruder opened fire and was subsequently shot down. *Herbert J. Thomas* proceeded to the spot where the plane splashed and recovered the body of a Russian aviator. Artificial respiration continued for an hour but brought no sign of life.

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For the next 3 months she was assigned patrol duty and operations with Task Force 77. Departing 24 January 1951, *Herbert J. Thomas* arrived San Diego 12 February and spent the remainder of the year operating in that area. Returning to Korea 25 January 1952 she joined Task Force 77 for 1 month and spent 2 weeks on the bombline performing vital gunfire support and screening duties. Late February *Herbert J. Thomas* took up patrol duty in the Formosa Straits and in April was assigned duty in the Songjin area. In this she coordinated the operations of several ships in the Songjin-Chongjin area.

After a brief period with the 7th Fleet Striking Force she joined the Blockading and Escort Force off the east coast of Korea. On 11 May she dueled with shore batteries in Wonsan Harbor where she received one hit with no casualties and slight damage. Quick to retaliate, *Herbert J. Thomas* dealt severely with the enemy, inflicting much damage. The remainder of the month was spent on patrol, bombarding and furnishing fire support for minesweeping operations in the Sensan, Songjin and Chongjin areas.

Retiring to Yokosuka *Herbert J. Thomas* sailed 8 June for San Diego, arriving the 26th. Assigned the new homeport of Long Beach, she operated in that area until departing 2 February 1953 for duty with the Far Eastern Naval Forces. Arriving Yokosuka 27 February, *Herbert J. Thomas* joined the 7th Fleet Striking Force and screened the carriers launching strikes on North Korea. From 4 April to 19 May she was assigned electronics countermeasures duties in addition to call fire missions on gun emplacements and radar stations, effectively checking the enemy.

Herbert J. Thomas joined Task Force 72, 12 June and operated out of Kaoshiung, Formosa, enforcing the blockade between Formosa and the Communist China mainland. Sailing from Yokosuka 14 August she reached Long Beach 30 August for overhaul and armament conversion.

Herbert J. Thomas departed 5 May 1954 for her fourth tour in the Far East. After operating in the Philippines and out of Yokosuka, she proceeded 23 July to Kaoshiung, Formosa, to take up patrol duty. Returning to Long Beach 5 December, she spent the next 5½ months operating with carrier *Kearsarge* in that area.

From 14 June 1955 to 1 March 1958 *Herbert J. Thomas* made three more deployments to the Far East. During these tours she operated with the fast carrier task forces and had duty on the Taiwan Patrol, helping to stabilize the Chinese situation and protect vital American interests.

On 25 October 1958, *Herbert J. Thomas* deployed again with other units of the 7th Fleet to the Far East, serving with pride as a good-will ambassador for the United States. She trained with Japanese destroyers in antisubmarine exercises and operated again with fast carrier groups.

"*Thomas*" deployed regularly to the Far East until 9 July 1963, when she entered Mare Island Naval Shipyard, Vallejo, Calif., and remained in commission in reserve for a 12½-month modernization overhaul which gave her protection against biological, chemical, and atomic warfare agents. Returning to full commission 31 July, *Herbert J. Thomas* completed her FRAM I conversion 30 August and operated along the West Coast until sailing for the Far East 14 September 1966. Arriving Yankee Station off South Vietnam 16 October, she joined CTG 77.7 in screening *Franklin D. Roosevelt* (CVA–42) during strikes against Communist targets ashore. She retired toward the Philippines 16 November, arriving Subic Bay 3 days later en route to Kaoshiung, Taiwan, for patrol duty in the Strait of Formosa 24 November through 16 December. Back off Vietnam 19 December, *Herbert J. Thomas* aided ground forces with naval gunfire support. In the ensuing fortnight, her guns killed at least 9 Viet Cong; destroyed 90 buildings, 12 bunkers; and damaged 90 buildings, 6 bunkers, as well as several bridges and sophisticated trench systems. Her mission accomplished, she headed for Hong Kong 3 January 1967 to prepare for future action.

Herbert J. Thomas received six battle stars for Korean War service.

Herbert L. Pratt

Herbert L. Pratt was acquired from the Atlantic Refining Co. and commissioned at Philadelphia 10 June 1918, Lt. Comdr. A. H. Peterson in command.

Taking on a full cargo of fuel oil, she sailed for France on 30 July, arriving in Brest on 2 September via New York and Halifax. At Brest she discharged her cargo to American destroyers and other ships, returning to New York 28 September. A second transatlantic voyage, from New York to Plymouth, England, occupied *Herbert L. Pratt* from 17 October to 11 December 1918.

The tanker decommissioned at New York 18 January 1919 and was returned to her former owner.

Hercules

Hercules, the son of Zeus and Alcmene, was celebrated in Greek mythology for his great strength. He was especially famous for the 12 "Herculean" tasks or "labors" imposed on him as a result of the hatred of Hera, Zeus' jealous wife.

I

Originally named *Quinsigamond* (*q.v.*). Name changed to *Hercules* 15 June 1869; changed again to *Oregon* 10 August 1869.

II

(YT–13: d. 198 t.; l. 101′; b. 20′6″; dr. 9′; sp. 12 k.)

Hercules, an iron tug, was built at Camden, N.J., by J. H. Dialogue & Son in 1888. She was purchased from the Standard Oil Co. 26 April 1889 for use in the Spanish-American War.

After being employed in various capacities along the South Carolina and Florida coasts from 1898 to 1900, *Hercules* was ordered to the Norfolk Navy Yard for service as a yard tug. She continued this duty until 1913 when, after extensive overhaul at Portsmouth, N.H., she was employed as a cargo carrier. Departing Philadelphia 9 September 1914, *Hercules* reached Pearl Harbor 4 December via Norfolk, the Panama Canal, and Acapulco. From there she carried cargo to various Pacific bases including Guam and the Philippines.

Hercules returned to the East Coast in the summer of 1915, putting in at Norfolk, her new base, 4 September. She carried cargo from Norfolk to various Caribbean ports until 1923, when she became a harbor tug serving at Norfolk and Philadelphia.

Hercules decommissioned at Philadelphia 17 December 1931. Stricken from the Navy List 4 December 1936, *Hercules* was sold to Atlantic Construction Corp., Norfolk, Va., 25 January 1937.

III

(YE–30: d. 233 t.; l. 111′8″; b. 32′; dr. 9′6″; sp. 7 K.; cpl. 22)

Hercules (YE–30) was built by Kelly, Spear, & Co. of Bath, Maine, in 1906. Purchased from the Boston Sand & Gravel Co. in 1918, she served as an ammunition lighter at the Hingham Ammunition Depot until stricken from the Navy Register 2 August 1922. *Hercules* was sold 24 March 1923 to Charles Reineke of New York City.

IV

Cargo ship *Hercules* was commissioned as *Canton* (*q.v.*) 18 June 1918.

V

(AK–41: dp. 5,150 lt.; l. 473′1″; b. 66′; dr. 27′2″: sp. 16 k.; cpl. 129; a. 1 5″, 4 3″, T. C3E)

Hercules (AK–41), ex-S.S. *Exporter*, was launched 18 July 1939 by the Fore River Ship Building Co., Quincy,

Mass., for American Export Lines Inc. Acquired by the Navy 15 July 1941, she continued to be operated by civilian crews until 30 November 1942, when she commissioned at San Francisco, Comdr. W. H. Turnquist, USNR, in command.

Departing San Francisco 18 December, *Hercules* reached Noumea, New Caledonia, 6 January 1943 to discharge her cargo. She returned to San Francisco 20 February and repeated the voyage from 11 March to 5 July. *Hercules* sailed for Pearl Harbor 6 August and reached Hawaii 6 days later. As flagship for Admiral Willis A. Lee, CTF 11, she sailed for action 25 August and on 1 September was off Baker Island as the Army began occupation. Remaining off Baker Island until 16 September discharging cargo, *Hercules* returned to Pearl Harbor and from there sailed for San Francisco.

Taking on passengers and cargo, she sailed again for the Pacific war areas 13 October, reaching Funafuti, Ellice Islands, 14 November after discharging cargo at Pearl Harbor. After miscellaneous cargo trips in the southern Pacific, *Hercules* returned to Pearl 28 January 1944 for repairs. Two round-trips with cargo and passengers to San Francisco brought her into the summer and on 30 May she sailed with the initial invasion force for Saipan. *Hercules* reached Saipan 15 June, D-Day, and remained there discharging cargo until 24 June. Although Japanese planes filled the air and attacked her several times, *Hercules* emerged unscathed as American forces continued to sweep across the island to Japan. Departing Saipan 24 June, she returned to Pearl Harbor and from there sailed to Guadalcanal.

Hercules sailed from Guadalcanal 8 September to participate in the invasion of Peleliu, Palau Islands, 15 September. After this hard fought operation she continued on to Hollandia, New Guinea, discharged her cargo, and 13 October sailed for the Philippines. *Hercules* remained in the Philippines, with several trips back for supplies, for both the initial invasion of San Pedro Bay 20 October and the landings on Lingayen Gulf 9 January 1945, as American forces returned victorious to the Philippines.

Reaching Ulithi 24 January 1945, *Hercules* embarked troops with cargo and 17 February sailed for Iwo Jima. The invasion of that rugged island began 2 days later, and *Hercules* steamed in the retirement area until 27 February when she disembarked reserve troops on the beach and received wounded. After discharging her cargo, she remained in the Iwo Jima area until 20 March when, loaded with Marines and their equipment, she sailed for Pearl Harbor. Reaching Pearl 4 April, *Hercules* carried cargo to Guam and Eniwetok before reaching San Francisco 22 June for a much-needed overhaul.

The war in the Pacific ended while *Hercules* was still undergoing repairs, but she sailed west again 24 October 1945. Loading ammunition in the Philippines and the Admiralty Islands, she transited the Panama Canal 16 March 1946 and docked at Norfolk 26 March. After a brief trip up the coast to New York and New Jersey, *Hercules* sailed to Norfolk 18 May and hauled down her commissioning pennant 28 June 1946. *Hercules* was transferred to the Maritime Commission 18 July. Returning to merchant service, she was renamed *Exermont*, and later *Bostonian*.

Hercules received five battle stars for World War II service.

Hercules, see *YD–11*

Hercules No. 36, see *YD–83*

Herkimer

A county in New York.

(AK–188: dp. 2,382 (lt.); l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 85; a. 1 3", 6 20mm.; cl. *Alamosa;* T. C1–M–AV1)

Herkimer (AK–188) was laid down under Maritime Commission contract by Walter Butler Shipbuilders, Inc., Superior, Wis., 10 April 1944; launched 2 July 1944; sponsored by Miss Ann Farley; acquired by the Navy 25 June 1945; and commissioned at New Orleans, La., 14 July 1945, Lt. Carlton W. Crocker, Jr., in command.

After shakedown in the Gulf of Mexico, *Herkimer* loaded cargo at Gulfport, Miss., then departed 22 August for the Western Pacific. She reached Subic Bay, Luzon, 7 October; unloaded refrigerated cargo; and sailed the 13th carrying Army equipment for occupation forces stationed in Japan. She arrived Sasebo 20 October and operated there until 30 December when she departed for Yokosuka. Following her arrival 2 January 1946, she was stripped of Navy gear. She then steamed to Yokohama 16 January, decommissioned 1 February, and transferred to the Army.

Herkimer was operated by a Japanese merchant crew for the Supreme Commander of Allied Forces in Japan until 1 July 1950 when she was reacquired by the Navy. After refitting, she was assigned to MSTS 28 February 1951 and designated T–AK 188. Manned by a civilian crew, she participated in the Korean supply run from Japan supporting the repulse of Communist aggression in South Korea. Operating out of Moji, Kure, and Yokohama, she transported vital military cargo to American-held South Korean ports during the remainder of the conflict.

Following the establishment 27 July 1953 of an uneasy truce, *Herkimer* continued supply runs between Japan and South Korea. In response to the scheduled transfer of North Vietnam to Communist control, she departed Yokohama 6 November 1954 to provide support for Operation "Passage to Freedom." She reached Haiphong, North Vietnam, 15 November; and during the next 2 months she transported cargo southward to St. Jacques and Saigon. After completing three runs to South Vietnamese ports, she departed Saigon 23 January 1955 and arrived Kobe, Japan, 1 February.

Resuming cargo runs out of Japanese ports, *Herkimer* has remained in the Western Pacific since 1955. Cargo operations have sent her primarily to Inchon, Pusan, and other South Korean ports; and she has made numerous cargo runs along the Japanese coast from Wakkanai and Hakodate, Hokkaido, to Kagoshima and Nagasaki, Kyushu. In addition she has steamed from Korea to Southeast Asia while supporting America's determination to maintain peace and contain Communism in the Far East. She has steamed from ports in Japan and the Philippines, transporting military supplies to Formosa between 1961 and 1965. And in response to American efforts to protect the integrity and independence of South Vietnam from external Communist aggression, she resumed intermittent cargo runs to South Vietnam in February 1962. Into 1967 she remains in the Western Pacific, serving the forces of freedom in the Far East as a veteran carrier of vital military cargo.

Herman Frasch

A former name retained.

(No. 1617: dp. 9,000; l. 345'; b. 48'4"; dr. 25'3"; s. 11 k.; cpl. 89)

Herman Frasch (No. 1617) a service collier, was built by Fore River Shipbuilding Co., Quincy, Mass., in 1910. She was owned by Union Sulpher Co., prior to her duty in the Army Transport Service. *Herman Frasch* was taken over and manned by the Navy on a bare boat basis 19 September 1918, and assigned to the home port of New York. On 4 October 1918 after completing only 2 weeks of service in the Navy, *Herman Frasch*, carrying cargo and a crew of 89 men, collided with the tanker *George G. Henry* shortly after midnight. The collision took place about 150 miles southeast of the Nova Scotia coast. The impact was so fierce that *Herman Frasch* went under in 7 minutes. *George G. Henry* stood by all night rescuing

survivors from life rafts scattered among the debris. When daylight came she abandoned her search after 65 men had been rescued.

Herman S. Caswell

A former name retained.

(SP–2311: t. 63'; l. 82'9"; b. 17'7"; dr. 7'6"; s. 10 k.)

Herman S. Caswell, a passenger yacht, was built in 1878 at Noank, Conn.; acquired by the Navy from New York Sightseeing Yachts under a charter agreement on 8 October 1918; and placed in service, Ens. C. N. Allison, USNRF, in command. Assigned to the 3d Naval District, she performed patrol and harbor operations until 7 March 1919 when she was placed out of service and was returned to her owner.

Hermana, see *YP–410*

Hermes

The messenger of the gods in Greek mythology.

(Str: dp. 340 t.; l. 89.4'; b. 25.4'; dr. 7'6"; cpl. 26)

Hermes, built by W. F. Stone of Oakland, Calif., in 1914, was a German vessel in port at Honolulu when the United States entered World War I in April 1916. Taken over by the Navy on Executive order, she commissioned at Honolulu on 1 April 1918, Lt. John T. Diggs in command.

Originally intended as a submarine patrol vessel, *Hermes* performed this duty out of Honolulu during the summer of 1918. On 31 August she sailed on a cruise among the islands northwest of Hawaii, including Laysan and Wake, to search for survivors of shipwrecks, signs of enemy activity, and to conduct a survey on wildlife and particularly birds for the Biological Survey Commission, Washington. After returning to Pearl Harbor on 2 October, she continued as a patrol craft.

Hermes was ordered decommissioned on 16 January 1919 and placed at the disposal of the Hawaiian territorial government for use as a tender to leper colonies. When the territorial government decided they could not afford her upkeep, *Hermes* was turned over to the Pacific Air Detachment, whom she served as a store ship and general auxiliary craft. She was sold on 21 October 1926.

Hermione, see *Hawk* (IX–14)

Hermit, see *YP–142*

Hermitage

Hermitage is the name of President Andrew Jackson's famed estate just outside of Nashville, Tenn. Acquired by Jackson in 1788, the land was improved with a series of one floor log cabins by 1805. In 1819 Jackson built on the site a two story brick home with one story wings, one of which extended in the rear to form an ell. Hermitage was razed by fire in 1822 but rebuilt and today stands, a national shrine, exactly as it was when Jackson lived there. The seventh President of the United States died at the Hermitage 8 June 1845.

I

(AP–54: dp. 24,465; l. 655'; b. 66'1"; dr. 27'; s. 20 k.; cpl. 909; a. 1 5", 6 3")

Hermitage (AP–54), ex-SS *Conte Biancamano*, was launched in 1925 by the William Beardman & Co. Ltd., Glasgow; sailed as a luxury liner for Lloyd Triestino So. Anon. di Nav. of Italy; was interned at Balboa, Canal Zone, when Italy declared war on the United States; converted to a transport by Cramp Shipbuilding Co., Philadelphia; and commissioned 14 August 1942, Captain Donald F. Patterson in command.

Embarking 5,600 army troops and sailors, on 2 November *Hermitage* departed New York with her skipper acting as convoy commodore. Six days later the North African invasion began, and *Hermitage* on 18–25 November debarked her passengers at Casablanca to participate in the momentous campaign. Returning to Norfolk 11 December, *Hermitage* next headed for the Pacific with nearly 6,000 passengers embarked. After embarking and debarking passengers at Balboa, Noumea, Brisbane, Sydney, Pago Pago, and Honolulu, the former luxury liner put in at San Francisco 2 March 1943.

Hermitage's next swing westward, begun 27 March took her to Wellington, New Zealand; Melbourne; and Bombay. At Bombay she embarked some 707 Polish refugees, including nearly a hundred children, for a voyage back to California which ended 25 June. In the next year *Hermitage* made three similar cruises through the South Pacific, with battle-bound marines, soldiers and sailors, civilians, and Chinese and Indian refugees among her diversified passengers. *Hermitage* reached New York 28 May from the South Pacific via Noumea, Goodenough Island, and the Panama Canal.

Departing New York 16 June 1944 with over 6,000 passengers, most of them bound for the invasion of Europe just begun at Normandy, *Hermitage* sailed to Liverpool and Belfast to debark the troops before returning to New York 12 July. From then until the end of the war she made 10 more such voyages, principally to Le Havre, to bring replacements to the European theater and transport wounded Allied soldiers and prisoners of war back to the States. V–E Day, 8 May 1945, found *Hermitage* part of the celebration in Le Havre harbor as Allied ships greeted the end of 6 years of war with a cacophony of bells, whistles and sirens screaming through air illuminated by hundreds of signal flares and rockets.

War's end did not mean the end of *Hermitage*'s duty as she continued to cross the Atlantic, this time bringing veterans home, through December. Departing New York 12 December, the well-traveled transport sailed to Nagoya, Japan, to embark some 6,000 homeward bound veterans and return to Seattle 4 February 1946. Assigned to the San Francisco-Marianas run for Operation "Magic Carpet," the return of thousands of Pacific troops, she made three further voyages before decommissioning at San Francisco 20 August 1946. While serving the Navy, the former luxury liner had sailed approximately 230,000 miles and transported 129,695 passengers, including American, British, Australian, French, and Netherlands fighting men as well as Chinese, American, Polish, and British civilians and German and Italian prisoners. *Hermitage* was returned to the Italian Government in May 1947.

II

(LSD–34: lt. dp. 6,880; l. 510'10"; b. 84'4"; dr. 19'; cpl. 301; s. 23 k.; a. 12 3"; cl. *Thomaston*)

Hermitage (LSD–34) was launched 12 June 1956 by the Ingalls Shipbuilding Corp., Pascagoula, Miss.; sponsored by Mrs. Alfred M. Pride, wife of Vice Admiral Alfred M. Pride; and commissioned 14 December 1956, Captain Leonard A. Parker in command.

While on shakedown in the Caribbean, *Hermitage* was informally inspected by Admiral Arleigh Burke, then Chief of Naval Operations. After training operations out of Norfolk, she sailed for the Mediterranean in late August to join the 6th Fleet. *Hermitage* participated in exercises with NATO units and visited Sicily, Crete, Turkey, Italy, Greece, and Spain before returning to the States 16 November 1957. Operations primarily with fast amphibious helicopter assault equipment and tactics occupied her until November 1959. With a cargo of Presidential helicopters embarked, *Hermitage* sailed to Karachi

2 December via the Atlantic, Mediterranean, Suez Canal, and Red and Arabian Seas to furnish quick and safe transportation for President Dwight D. Eisenhower on his Asian and European tour. Mission successfully completed, she returned home via Barcelona 17 January 1960.

Foreign waters called *Hermitage* by the end of the year as she sailed 28 November as flagship for Admiral A. L. Reed, COMSOLANT, for a good will cruise to South America and Africa. In the midst of this important cruise, *Hermitage* was diverted 19 January 1961 to carry grain to the Congo to help the United Nations combat starvation in that revolution-torn country. Relieved as flagship 3 May by *Spiegel Grove*, *Hermitage* returned to Virginia 16 May and soon resumed her pattern of operations and exercises off the Virginia Capes and in the Caribbean.

When the presence of Soviet nuclear missiles in Cuba threatened war in October 1962, *Hermitage* sailed to Guantanamo to transport Marines to that threatened base and underline America's determination to maintain her position there. A second cruise to the Mediterranean from May to October 1963 took *Hermitage* to Naples, Athens, Genoa, Cannes, Sardinia, Malta, and Rota as well as other ports in the 6th Fleet's continuing role of peace-keeping and protection of American interests in that crucial area.

After an assignment in February 1964 to the Caribbean Ready Squadron 12 based in Panama, early in May *Hermitage* undertook a logistics lift to Bermuda and Sydney and Halifax, Nova Scotia, and in the fall took part until late November in the Navy-Marine Corps peacetime exercise "Steel Pike I," visiting ports of Malago and Gibraltar. In June 1965 she participated in a 3-month deployment to the Caribbean area during the later stages of the Dominican Republic crisis, making practice amphibious landings at Vieques Island. After completion of overhaul in February 1966 followed by refresher training and amphibious training, *Hermitage* transported a marine battalion to the Caribbean in May. Through 1967 she continued in her assignment to the Atlantic Fleet.

Herndon

William Lewis Herndon, one of the Navy's outstanding explorers and seamen, was born 15 October 1813 in Fredericksburg, Va. Appointed Midshipman 1 November 1828, he cruised in Pacific, South American, Mediterranean, and Gulf waters from then until 1842. From 1842 to 1846 Herndon served in the Depot of Charts and Instruments (to become the U.S. Naval Observatory) with his cousin and brother-in-law, Matthew Fontaine Maury, preparing oceanographic charts and performing other scientific work invaluable to the safe and accurate navigation of the seas. During the Mexican War, Herndon commanded brig *Iris* with distinction.

In 1851 Herndon headed an expedition exploring the Valley of the Amazon, a vast area as uncharted as the wildest part of central Africa. Departing Lima, Peru, 21 May 1851, Herndon and his small party of six men

USS *Hermitage* (LSD–34) on 19 November 1956

pressed into the wild and treacherously beautiful jungles. After a remarkable journey of 4,366 dangerous miles, which took him through wilderness from sea level to heights of 16,199 feet, Herndon reached the city of Para 11 April 1852. On 26 January 1853 Herndon submitted an encyclopedic and profusely illustrated 414-page report to Secretary of the Navy, John P. Kennedy.

After 2 years of active service in *Potomac* and *San Jacinto*, Herndon, now a commander, was given leave in 1855 to command the Pacific Mail steamer *George Law*, renamed *Central America*, 20 June 1857, on the New York to Aspinwall run. Making his way up the coast from Aspinwall with $2,000,000 in gold and 474 passengers, as well as 101 crew members, Herndon encountered a heavy gale off Cape Hatteras 7 September 1857. The gale steadily increased in savagery until the 12th, and *Central America* was shipping water through several leaks. As the ship pitched and rolled through the pounding seas, water in her hold put out her boiler fires. Commander Herndon reluctantly admitted that, despite the valiant efforts of crew and passengers alike, his ship was doomed and summoned aid by firing the ship's minute guns. At 2 p.m., West Indian brig *Marine* arrived to aid the stricken steamer. Disregarding his own life, Commander Herndon supervised the loading of women and children into lifeboats and watched them pull to safety in *Marine*. Herndon's bravery and his concern for his passengers and crew helped save 152 of the 575 people on board. Commander Herndon was last seen in full uniform, standing by the wheelhouse with his hand on the rail, as the ship gave a lurch and went down. A monument at Annapolis commemorates this intrepid explorer and gallant seaman.

I

(DD–198: dp. 1,190; l. 314′5″; b. 31′9″; dr. 9′4″; s. 35 k.; cpl. 122; a. 4 4″, 3 3″, 12 21″ tt.; cl. *Clemson*)

The first *Herndon* (DD–198) was launched 31 May 1919 by the Newport News Shipbuilding & Drydock Co., Newport News, Va.; sponsored by Miss Lucy Taylor Herndon, niece of Commander Herndon; and commissioned 14 September 1920 at Norfolk, Lt. Comdr. L. H. Thebaud in command.

After shakedown in New England waters, *Herndon* was placed in reserve in Charleston 3 November 1920. She served in reserve for training exercises and maneuvers along the East Coast until she decommissioned at Philadelphia 6 June 1922. *Herndon*, after serving in the Coast Guard from 1930 to 1934, recommissioned in the Navy 4 December 1939. Following trials and shakedown, she reached Guantanamo Bay 23 January 1940 to join the Caribbean Neutrality Patrol. In July and August she operated out of the Canal Zone in connection with tactical and antisubmarine maneuvers so valuable in the long naval struggle to come.

Herndon decommissioned and was turned over to Great Britain under the lend-lease program at Halifax, Nova Scotia 9 September 1940. As HMS *Churchill*, she served as leader of the first "Town"-class flotilla in transatlantic convoys and patrol duty off the western approaches to the British Isles. High points in her career in the Royal Navy include participation in the search for *Bismarck* after the German superbattleship had sunk *Hood*, and a visit by her namesake, the redoubtable Prime Minister, on his way home from the momentous Atlantic Conference with President Roosevelt in August 1941. *Churchill* also served as an escort for the pre- and post-invasion buildup for Operation Torch, the Allied invasion of North Africa. Transferred to the Russian Navy 16 July 1944, the destroyer was renamed *Dclatelnyi* (Active) and was sunk by a U-boat 16 January 1945 40 miles east of Cape Tereberski while escorting a convoy over the treacherous route from Kola Inlet to the White Sea.

II

(DD–638: d. 1,630; l. 347′9″; b. 36′; dr. 17′5″; s. 37 k.; a. 4 5″, 4 20mm., 5 21″ tt.; cpl. 261; cl. *Gleaves*)

The second *Herndon* (DD–638) was launched 2 February 1942 by the Norfolk Navy Yard; sponsored by Miss Lucy Herndon Crockett, great-grandniece of Commander Herndon; and commissioned 20 December 1942, Comdr. Granville A. Moore in command.

After shakedown off the Maine coast, *Herndon* escorted a convoy from New York to Casablanca, returning to New York 14 May 1943 escorting a tanker. Sailing from Norfolk 8 June, she reached Algiers 24 June and prepared for a key role in the Sicilian campaign. As Allied amphibious forces under the overall command of General Dwight D. Eisenhower launched the initial strike at "the soft underbelly of Europe" 10 July 1943, *Herndon* performed antisubmarine patrol duty as well as fire support for Patton's 7th Army and Montgomery's British 8th Army. Departing the Mediterranean 3 August, *Herndon* spent the next 9 months escorting troopships across the Atlantic from New York to various British ports as the massive buildup for the invasion of France hit full strike. On D-day 6 June 1944, *Herndon* was off Omaha Beach, down front in "Bald-headed Row" ahead of the first assault waves. Despite heavy counterfire from enemy batteries, she effectively bombarded enemy targets ashore.

Herndon remained off the Normandy beaches providing fire support, screening troopships, and antisubmarine patrol until 19 June, when she served as a screen for Allied landings at Baie de la Seine. Further screening duties followed until 11 July, when she reported to Belfast for training as an escort in the Mediterranean. Operation Anvil was the Allies' next major blow in the struggle to liberate "Festung Europa." *Herndon* was part of the joint task force screening carriers 15 August when the invasion of southern France was begun.

The battle-trained destroyer remained in the Mediterranean until sailing for New York 3 September. After 2 weeks of experimental operations in Chesapeake Bay for the Naval Research Laboratory *Herndon* headed back toward the Mediterranean as a convoy escort 14 October. Returning to the States 12 November, she conducted battle exercises in Casco Bay and escorted convoys along the Atlantic coast through February 1945. In that month, *Herndon* escorted President Roosevelt on the first leg of his historic voyage to Yalta.

The veteran destroyer and her crew turned south 21 April 1945 and headed for the still-hot war in the Pacific, reaching Pearl Harbor via the Panama Canal and San Diego 15 May. After training exercises and duty as a carrier plane guard, *Herndon* sailed to Eniwetok 12 July and remained in the rear area escorting convoys between Eniwetok, Guam, and Saipan through the end of the long Pacific war.

Japanese capitulation came at last with the formal signing of the surrender in Tokyo Bay 2 September, and *Herndon* proceeded to the China coast to enforce provisions of the peace. Reaching Dairen, Manchuria 10 September, she continued to Tsingtao, China 16 September. On that day Vice Admiral Kanako, IJN, and his staff came aboard *Herndon* to sign and implement the unconditional surrender of all Japanese-controlled combatant and merchant vessels in the Tsingtao area.

Herndon spent the fall and winter escorting Japanese prize vessels along the coast, patrolling the Korean and China coasts, and assisting the repatriation of Japanese soldiers and the movement of Chinese Nationalist troops. On 5 December 1945 she was detached from this duty to participate in Operation "Magic Carpet", the transfer of veterans from the Pacific to the States, and reached San Diego via Shanghai, Eniwetok, Okinawa, and Pearl Harbor 27 December. After disembarking some of the veterans, *Herndon* continued on to New York with the rest, arriving 15 January 1946. *Herndon* arrived Charleston 28 January 1946 and decommissioned there 8 May and entered the Atlantic Reserve Fleet. She was moved to Philadelphia January 1947 and at present is berthed at Orange, Tex.

Herndon received three battle stars for World War II service.

Herndon, Raymon W., see *Raymon W. Herndon* (DE–688)

Hero

The schooner *Hero* and the steamer *Hero* are former names retained. The monitor *Hero* is named for a priestess of Aphrodite at Sestos who, according to Greek legend, threw herself into the Hellespont after her lover, Leander, had drowned while swimming from Abydos to meet her.

I

The wooden schooner *Hero* was purchased at Baltimore 13 August 1861 to obstruct inlets to Pamlico Sound, N.C., near Cape Hatteras. She was apparently sunk in Ocracoke Inlet 14 November 1861 with two other schooners of the stone fleet.

II

The screw steamer *Hero* was purchased at Philadelphia 11 July 1864; commissioned at the Philadelphia Navy Yard 14 July, Acting Ensign James Brown in command; and renamed *Moccasin* (*q.v.*) 25 July.

III

The light draft monitor *Casco* (*q.v.*) was renamed *Hero* 15 June 1869 while laid up at the Washington Navy Yard.

Heroic

Worthy of a hero; brave or valiant.

(AMc–84: dp. 195; l. 97'1"; b. 22'; dr. 9'1"; s. 10 k.; cpl. 17; a. 2 .50 cal.; cl. *Accentor*)

Heroic (AMc–84), a wooden-hulled coastal minesweeper, was launched 5 May 1941 by Warren Boat Yard, Inc., Warren, R.I.; sponsored by Miss Sybil E. Alder; and commissioned 25 March 1942, Lt. (j.g.) A. M. White in command.

Heroic reported to Mine Warfare School, Yorktown, Va., for intensive training 11 April 1942 and then proceeded to Bermuda for further training. She was assigned to patrol and minesweeping duty in the 5th Naval District and was based at Norfolk 20 July 1942 and served there throughout the remainder of the war. *Heroic* decommissioned at Portsmouth, Va., 18 December 1945 and was turned over to the Maritime Commission for disposal 26 September 1946.

Heron

A long-necked, long-legged wading bird indigenous to Louisiana and the vast coastal marshes.

I

(AM–10: dp. 840; l. 187'10"; b. 35'6"; dr. 9'9"; s. 14 k.; cpl. 78; a. 2 3"; cl. *Lapwing*)

Heron (AM–10) was launched 18 May 1918 by the Standard Shipbuilding Co.; sponsored by Miss Astrid Rundquist, daughter of the mine sweep's prospective commanding officer; and commissioned 30 October 1918, Lt. K. Rundquist in command.

Departing Boston 17 November 1918, *Heron* performed experimental mine sweeping work until 8 March 1919, when she returned to Boston to be fitted out for foreign duty. She departed Provincetown and sailed for Kirkwall, Orkney Islands to participate in mine sweeping in the North Sea. She remained in the area for 7 months helping to remove the countless mines laid there during World War I.

Returning to Hampton Roads 1 November, she proceeded to New York and then to the West Coast. *Heron* reached San Diego 27 January 1920 to report for duty with the Pacific Minesweeper Division. She sailed for Pearl Harbor to join the Asiatic Fleet. In early October *Heron* sailed for the Philippines with *Avocet* and *Finch*. The mine sweeper served in the 4th Division mine detachment until she decommissioned at Cavite 6 April 1922.

Heron recommissioned 18 December 1924 and reported to the Aircraft Squadron, Asiatic Fleet for duty as a seaplane tender. She operated principally in Chinese and Philippine waters, performing such diverse tasks as patrol, survey, target-towing, and plane-tending in addition to tactical maneuvers. *Heron* was reclassified AVP–2 on 22 Januaary 1936 and continued to play an important role in protecting American citizens and interests in the Far East.

When the Japanese sneak attack on Pearl Harbor thrust America into war 7 December 1941, *Heron* (Lt. Comdr. William L. Kabler) was stationed in Port Ciego, Philippines. After supporting General MacArthur's gallant defense of the Philippines, *Heron* retired to the Moluccas and set up a base at Ambon. Upon hearing that *Peary* (DD–226) had been bombed and was in need of help, she got underway 29 December with oil and spare parts intending to rendezvous with the strieken destroyer at Ternate.

Next morning, upon learning that *Peary* had left, she headed back to Ambon. The following morning, 31 December, an enemy aircraft came in on a bombing run. *Heron* opened fire with every gun on the ship, and apparently enough machine gun fire hit the plane to discourage a bomb drop on the first run. The bomber came in twice more to aim bombs at the twisting and turning seaplane tender, but the agile ship always managed to dodge in time.

Heron then made a run for a rain squall to the southwest. Some 2 hours later the weather cleared, and a Japanese flying boat was sighted on the water on *Heron*'s starboard beam. The aircraft took off and circled *Heron* for almost 4 hours. About 1430 two sections of three four-engine Japanese patrol planes were sighted.

Half an hour later, one of the sections broke off and came in on a horizontal bombing attack. Although this section made three bombing attacks, in each case the ship was maneuvered to avoid the bombs. The second section came in next on a bombing attack, and, on their first run, *Heron* drew first blood by hitting one of the planes with a 3-inch shell. The plane started smoking, dropped out of formation, and retired to the north. *Heron* was again able to out-maneuver the bombs unleashed by the two remaining planes on a final pass.

About this time five twin-engine land-based bombers and three additional four-engine patrol bombers were sighted. The five bombers made a pass over the ship but did not release any bombs until they had circled again. On the rerun they dropped a stick of bombs. One hit directly on the top of the mainmast, and three others hit just off the port bow. Pieces of shrapnel cut all the mainmast stays to the boat booms, injuring most of the gun crew there. The near misses off the port bow set the paint locker in the forward storeroom on fire, damaged the port 3-inch gun, killed one of the lookouts, and injured all the gun crew on the port 3-inch gun and the gun crews on the port machine guns.

Next, three four-engine patrol planes made torpedo attacks: one plane on the starboard bow; one on the port bow; and the other on the port quarter. *Heron* maneuvered skillfully, and all three torpedoes missed.

They then strafed the ship, doing considerable damage. However, the crew of one 3-inch gun shot down one of the planes as it came in to attack. *Heron* had approximately 26 casualties, or about 50 percent of the crew, as a result of the attack.

During that night the fires were extinguished; the forward hold was pumped out to bring the ship back to an even keel; and the 3-inch gun was repaired. When the ship arrived back at Ambon, she resumed tending seaplanes and continued this duty until she retired to Australia at the end of February. For her valiant action during this period, *Heron* received the Navy Unit Commendation.

The seaplane tender remained in and around Australia through early 1944 as an advance base tender. *Heron*

also conducted salvage operations and served as an aviation gasoline and fuel oil transport. Departing Australia 22 March 1944, she next participated in the landings in the Admiralty Islands during April and then continued her plane tending duties. Steaming to the Solomons 1 September, *Heron* served as tender for Patrol Squadron 101, which was engaged in search and rescue work as the Pacific campaign moved into high gear. When the Navy brought MacArthur back to the Philippines in the momentous Leyte campaign, *Heron* was there, reaching San Pedro Bay 21 November. In the thick of almost continuous enemy air attacks, *Heron* spent over a month in the Philippines tending seaplanes before returning to New Guinea for repairs.

Heron again returned to the Philippines in April 1945 to participate in the wrap-up of the war in that quarter, and remained there through the end of World War II. She decommissioned at Subic Bay, Philippines 12 February 1946 and was transferred to the State Department (Foreign Liquidation Commission) in July 1947 for disposal.

Heron earned four battle stars for World War II service.

II

(YMS–369: dp. 215; l. 136′; b. 24′6″; s. 13 k.; a. 1 3″, 2 20mm.; cpl. 50)

The second *Heron* (YMS–369) was launched as *YMS–369* 24 July 1943 by Wheeler Shipbuilding Corp., Whitestone, N.Y.; sponsored by Miss Frances J. McCarthy, an employee of the firm; commissioned 9 October 1943, Lt. H. A. Wilson, Jr., in command.

YMS–369's World War II service consisted of minesweeping operations around the home islands after the Japanese surrender. On 2 March 1946, she sailed for home after 4 months in Japanese waters and decommissioned. She was named *Heron* and reclassified AMS–18 7 February 1947.

After recommissioning 15 July 1949, *Heron* engaged in training exercises on the West Coast until 4 October 1950 when she sailed for Korea to support United Nations opposition to aggression. She patrolled off the peninsula, and was of invaluable assistance for her clearing of channels for blockading ships in the siege of Wonsan Harbor, Korea, in March 1951. She maintained surveillance of North Korean sea traffic after the cease-fire until January 1954, when she retired to Sasebo, Japan, for training duties. Reclassified MSC(O)–18 on 17 February 1955, *Heron* decommissioned again 21 March, and was turned over to the Japanese Maritime Self Defense Force the same day to serve as *Numajima*. *Heron* was returned to Navy custody 31 March 1967, struck from the Navy List the same day, and used as a fire target by the Japanese Maritime Staff Office.

Heron earned one battle star for World War II service, and eight stars for her participation in the Korean conflict.

Herreshoff #306

Named for the builder.

(SP–1841: dp. 60; l. 112′5″; b. 15′2″; dr. 4′; s. 24 k.; a. 1 6-pdr.)

Herreshoff #306 (SP–194), a steel-hulled patrol boat, was built by Herreshoff Manufacturing Co. in 1917 at Bristol, R.I. She was contracted for originally by Alfred I. DuPont of Wilmington, Del. at the urging of Assistant Secretary of the Navy F. D. Roosevelt, with the intention of later allowing her to be bought by the Navy. *Herreshoff #306* was purchased by the Navy, taken over 14 February 1918 and commissioned 27 February 1918 at Newport, R.I.

The ship was first taken to New London, Conn., in company with two other Herreshoff-built vessels, to be fitted with listening gear. She subsequently sailed 5 May for the Canal Zone in company with SP–2232 and SP–2235, stopping at Charleston, Key West, and Guantanamo Bay, Cuba, en route. *Herreshoff #306* arrived Cristobal 1 June 1918 and assumed duty as harbor patrol vessel. She continued to perform this duty until the end of World War I, after which she served the 15th Naval District as a patrol craft. The boat was then loaned to the War Department 2 October 1920 for use by the Army Air Service in the Canal Zone. Returned to the Navy in March 1921, she was taken to Philadelphia and placed on sale, finally being sold to W. A. D. Smith, of New York City, 1 December 1922.

USS *Heron*

Herreshoff #308

Named for the builder.

(SP–2232; dp. 60; l. 112'5"; b. 15'2"; dr. 4'; s. 24 k.; a. 1 6-pdr.)

Herreshoff #308, a steel-hulled patrol boat, was built by the Herreshoff Manufacturing Co. of Bristol, R.I., in 1917. She was contracted for by R. E. Tod, of New York City, who had asked Assistant Secretary of the Navy Roosevelt how he might contribute to the war effort and was told he might have a boat built for later sale to the Navy. *Herreshoff #308* was accordingly bought by the Navy, taken over 21 February 1918, and commissioned 23 February at Newport, R.I.

After spending a short time at New London, Conn., fitting out with listening gear, *Herreshoff #308* sailed 5 May in company with two other small craft (*SP–1841* and *SP–2235*) for the Canal Zone, stopping at Charleston, Key West, and Guantanamo. She arrived at Cristobal 1 June 1918 and was assigned as a patrol vessel. For the next 2 years she was engaged in patrolling at Balboa and Colon, Canal Zone. *Herreshoff #308* was loaned to the War Department for use by the governor of the Canal Zone 14 October 1920, used by the Canal Zone as a patrol craft, and returned to the Navy September 1923. She was striken from the Navy List 12 September 1923 and sold to J. A. Kenny, Brooklyn, N.Y., 27 May 1924.

Herreshoff #309

Named for the builder.

(SP–1218: dp. 25; l. 80'; b. 12'6"; dr. 3'6"; s. 17 k.; a. 1 3-pdr., 1 1-pdr.)

Herreshoff #309, a motor patrol boat, was designed and built for government use by Herreshoff Manufacturing Co., Bristol, R.I., in 1917, and leased by the Navy from her owner, Winthrop W. Aldrich of Newport, R.I. Taken over 26 October 1917, she commissioned 15 November, Chief Boatswain's Mate J. Fitzpatrick commanding.

The motor boat was assigned to 2d Naval District, based at Newport, and was assigned section patrol duties off Block Island, and in Narragansett Bay. She was returned to her owner 31 December 1918.

Herreshoff #313

Named for the builder.

Herreshoff #313, a wooden yacht, was ordered delivered and assigned to the 1st Naval District, Boston, Mass., 6 October 1917. She was not taken over, and apparently saw no service.

Herreshoff #321

Named for the builder.

(SP–2235: dp. 60; l. 112'5"; b. 15'2"; dr. 4'; s. 24 k.; a. 1 6-pdr.)

Herreshoff #321, a steel-hulled sub-chaser, was built by Herreshoff Manufacturing Co., Bristol, R.I. Owner Payne Whitney of New York had inquired of Assistant Secretary of the Navy F. D. Roosevelt what he might do to help the war effort and it was suggested that he might contract for a sub-chaser to be later purchased by the Navy. *Herreshoff #321* was taken over and commissioned 24 March 1918 at Newport, R.I.

After steaming to New London, Conn., for the installation of listening gear, *Herreshoff #321* departed 5 May in company with two other similar boats for duty in the Canal Zone. Stopping at Charleston, Key West, and Guantanamo Bay en route, they arrived Cristobal, Canal Zone, 1 June 1918. *Herreshoff #321* was assigned duty as a patrol vessel in Panama Bay and was used for aerial patrol off Panama. After being first offered for sale, the motor boat was designated for duty at Torpedo Station, Keyport, Wash. 7 December 1920. While being towed to Washington 7 October 1921, however, the towing hawser parted and before *Nitro*, the towing vessel, could make her fast again the boat sank. The sinking occurred off the coast of southern California; *Herreshoff #321* was stricken from the Navy List 8 October 1921.

Herreshoff #322

Named for the builder.

(SP–2373: dp. 40; l. 83'4"; b. 12'8"; dr. 3'; s. 26 k.; a. 1 3-pdr., 1 1-pdr.)

Herreshoff #322, a steel motor boat, was built by Herreshoff Manufacturing Co. of Bristol, R.I., in 1917. Built to government specifications, she was originally contracted for by H. V. Morgan of Philadelphia, Pa., on the understanding that she would be later purchased by the Navy. She was taken over 22 March 1918 at Newport, R.I., and commissioned 2 April 1918, Ens. F. A. Judson, USNRF, in command.

After a period of outfitting and training, *Herreshoff #322* was assigned to 3d Naval District as a patrol craft. She operated during World War I and after in Ambrose Channel, East River, and Long Island Sound as a patrol boat until being withdrawn from active service and laid up at Marine Basin 28 August 1919. Subsequently, *Herreshoff #322* was loaned to the Dock Department of New York City 9 March 1920, but was found too large to be economically operated and so was returned to the Navy for a smaller boat 19 November 1920. *Herreshoff #322* was sold 18 July 1921 to W. Lindberg of Birmingham, Ala.

Herreshoff #323

Named for the builder.

(SP–2840: dp. 60; l. 112'5"; b. 15'2"; dr. 4'; s. 24 k.; a. 1 6-pdr.)

Herreshoff #323 was built as a motor boat to government specifications by the Herreshoff Manufacturing Co., Bristol, R.I., in 1918. She was contracted for by J. P. Morgan of New York City under an agreement with Assistant Secretary of the Navy F. D. Roosevelt to purchase or lease her upon completion. She was acquired by the Navy from Morgan 6 June 1918 and commissioned 15 June 1918 at Newport, Ens. W. A. Flagg, USNRF, in command.

Herreshoff #323 was first taken to New London, Conn., for outfitting 19 June and then assigned to 1st Naval District, Boston, Mass., for duty as section patrol boat. Based at Boston, she operated as a patrol craft off Nantucket and in Boston harbor, until transferred to 2d Naval District temporarily in December 1918. *Herreshoff #323* was later transferred back to Boston and 3 December 1920 was assigned as a general purpose craft at Naval Torpedo Station, Alexandria, Va. She remained on this duty until 10 July 1923, when she was transferred to Naval Torpedo Station, Newport, R.I., as a patrol craft and dispatch boat. She was sold 3 May 1927.

Herring

A very valuable food fish which reaches a length of about 1 foot and is extraordinarily abundant in the temperate and colder parts of the North Atlantic.

(SS–233: dp. 1,526; l. 311'8"; b. 27'4"; dr. 15'3"; s. 20 k.; cpl. 60; a. 10 21" tt., 1 3"; cl. *Drum*)

Herring (SS–233) was launched 15 January 1942 by the Portsmouth Naval Shipyard, Portsmouth, N.H.; sponsored by Mrs. Ray Spear, wife of Rear Admiral Ray

Spear, Chief of the Bureau of Supplies and Accounts; and commissioned 4 May 1942, Lt. Comdr. Raymond W. Johnson in command.

After shakedown, the new submarine was one of five sent to the Mediterranean to take station off the North African coast prior to Operation Torch, the invasion of North Africa. Reaching her position off Casablanca 5 November, *Herring* remained there spotting but not attacking several targets. On the morning of 8 November as the invasion was launched, the patient sub had her chance, sinking the 5,700 ton cargo ship *Ville du Havre*. *Herring* returned to Roseneath, Scotland, 25 November and departed for her second war patrol 16 December, on which targets were scarce. On her third patrol *Herring* attacked and sank a marauding Nazi submarine, *U–163* 21 March 1943. The fourth war patrol, an antisubmarine sweep in Icelandic waters, and fifth patrol, which took her back to the States 26 July 1943, netted *Herring* no more kills.

Herring departed New London for the rich hunting grounds of the Pacific 9 August 1943. After intensive training at Pearl Harbor, she sailed 15 November 1943 on her sixth war patrol to join the ranks of the American submarines systematically decimating Japanese shipping and destroying the Japanese economy. She scored two kills, the 3,948-ton *Hakozaki Maru* on 14 December and the 6,072-ton *Nagoya Maru* to celebrate New Year's Day 1944. *Herring*'s next patrol was a frustrating one as 24 March 1944 she stalked a large aircraft carrier but was detected and driven deep before she could attack.

Herring's eighth war patrol was to be both her most successful and her last. Topping off at Midway 21 May 1944, *Herring* headed for the Kurile Islands patrol area. Ten days later she rendezvoused with *Barb*, and was never heard from or seen again. However, Japanese records prove that she sank two ships, *Ishigaki* and *Hokuyo Maru*, the night of 30–31 May. *Herring*'s exact manner of loss can be determined from these records also. Two more merchant ships, *Hiburi Maru* and *Iwaki Maru*, were sunk while at anchor in Matsuwa Island, Kuriles, the morning of 1 June 1944. In a counter-attack, enemy shore batteries scored two direct hits on the submarine's conning tower and "bubbles covered an area about 5 meters wide, and heavy oil covered an area of approximately 15 miles." On her last patrol, *Herring* had sunk four Japanese ships for a total of 13,202 tons. In all she had sunk six marus totalling 19,959 tons, an Axis cargo ship, and a German U-boat.

Herring received five battle stars for her service in World War II.

Hersey, Francis C., see *Francis C. Hersey*

Hersey, General M. L., see *General M. L. Hersey* (AP–148)

Herzog

William Ralph Herzog was born in Troy, N.Y., 29 December 1909 and was commissioned Lieutenant, junior grade, USNR, 8 April 1942. Lieutenant Herzog was assigned as Officer-in-Charge of the Armed Guard detachment on board SS *Pan New York*. When his ship was torpedoed in the North Atlantic 29 October 1942, Herzog found his gun crew trapped amidships. He attempted to batter the door with his shoulder unsuccessfully, and after aiding the radio operator to escape through a porthole courageously returned to force the door by breaking the lock with his pistol. Herzog was again unable to free his men, and fell unconscious in the attempt. He was posthumously awarded the Navy and Marine Corps Medal for his heroism.

(DE–178: dp. 1,240; l. 306′; b. 36′8″; dr. 8′9″; s. 21; cpl. 186; a. 3 3″, 3 tt., 2 dct.; 8 dcp; 1 dcp (h.h.); cl. *Cannon*)

Herzog (DE–178) was launched by Federal Shipbuilding & Drydock Co., Newark, N.J., 5 September 1943; sponsored by Mrs. Alice A. Herzog, mother of the namesake; and commissioned 6 October 1943, Lt. Comdr. J. C. Toft, Jr., in command.

After conducting shakedown operations out of Bermuda, *Herzog* steamed from New York 29 November 1943 on her first escort mission, accompanying *Ariel* to the West Indies and back to New York. Arriving 18 December, she got underway as part of the escort for a merchant convoy. Protecting the ships through the dangerous Caribbean passages, *Herzog* arrived at the Canal Zone 27 December. Subsequently she served as escort ship on shorter voyages between Recife, Brazil, and Trinidad.

From 14 April 1944 until 14 July *Herzog* served with Task Group 41.6 on patrol in the South Atlantic. Working with escort carrier *Solomons* she searched the seas in the never ending battle against German submarines. On 15 June she was detached to pick up survivors from a German sub sunk by aircraft, and after returning to the group steamed to Recife, arriving 23 June. After another brief cruise with the Task Group, she returned to Recife 16 July. She sailed to the Brazilian Naval Base at Natal 28 July and was placed out of commission and loaned to the Brazilian Navy under lend-lease 1 August 1944. The ship served Brazil as *Beberibe* (D–23), and 30 June 1953 was transferred outright to that country under the Mutual Defense Assistance Program.

Herzog (DE–277) was built by Boston Navy Yard, Boston, Mass. in 1943. She was renamed HMS *Gore* while building and transferred to Great Britain under lend-lease 14 October 1943. Serving throughout the war as *Gore*, she was returned to the United States 2 May 1946 and sold 10 June 1947.

Hesperia

An astronomical body.

(AKS–13: l. 441′7″; b. 56′11″; dr. 27′7″; s. 12 k.; cpl. 195; a. 1 5″, 1 3″; cl. *Aeubens*)

Hesperia (AKS–13), originally *Sam Dale*, was launched under Maritime Commission contract by Delta Shipbuilding Co., New Orleans, La., 18 November 1944; sponsored by Mrs. Marie Owen; converted to Navy use by Norfolk Naval Shipyard and commissioned 1 April 1945, Lt. Comdr. William G. Dutton in command.

Following a period of training and shakedown, *Hesperia* loaded her cargo of general stores for the fleet and sailed 16 May 1945. Transiting the Panama Canal, she arrived Pearl Harbor 13 June 1945. The stores ship then proceeded to the western Pacific for the important job of supplying operating units with some of the thousands of items—from clothing to spare parts—necessary to a modern fighting ship. She arrived Ulithi 6 July and after issuing stores to the ships present sailed with a convoy for Okinawa, site of the Pacific's largest amphibious assault just 3 months earlier. *Hesperia* anchored in Buckner Bay, Okinawa, 21 July and began issuing supplies of all kinds to the fleet and shore installations. She continued to function as a mobile supply base, interrupted only by occasional enemy air attacks, until after hostilities ended in mid-August. Having issued her entire stock the ship departed Okinawa 26 August for Manus. She arrived 7 September, loaded another full stock of replacement items, and sailed 22 September.

Hesperia encountered the great typhoon which had devastated Okinawa during her voyage to Korea, but after altering course temporarily continued to Jinsen, arriving 17 October. During the next month she serviced nearly 100 ships and small craft engaged in the Korean and Chinese occupations, operating from Jinsen, and later Taku, China. After this vital support duty, allowing the ships to remain on station for longer periods of time, she

returned to Guam for a fresh issue 29 November 1945. Loading completed, she sailed 20 December to Yokosuka, Japan, and after her arrival 6 days later issued stores to over 500 ships and small craft and the shore activities connected with the occupation of Japan.

Her job in Japan temporarily completed, *Hesperia* got underway 2 March 1946 for the United States, and arrived San Francisco 30 March. During the next months she made two more voyages to supply the fleet, one to Pearl Harbor, the other to Pearl Harbor and Kwajalein. Returning to San Francisco 23 December 1946, she decommissioned 27 February 1947, was delivered to the Maritime Commission, and joined the National Defense Reserve Fleet. She is berthed at present at Suisun Bay, California.

Hetman

A cossack headman.

(SP–1150: dp. 20; l. 60′; b. 10′; dr. 22″; s. 28 k.; a. 1 3-pdr.)

Hetman, a small motor boat, was built in 1917 by Greenort Basin & Construction Co., Greenpoint, Long Island, for the Russian Government, but purchased by the Navy from the builder in August 1917. Originally designated simply #277, her name was changed to *Hetman* and she commissioned 24 October 1917, Chief Boatswain Mate C. A. Dale, USNRF, commanding.

Assigned to the 3d Naval District, *Hetman* was used as a patrol boat in New York harbor until her departure for Miami 20 November 1917. Travelling the inland route, she arrived Beaufort, N.C., 30 November and Naval Station, Miami, Fla., 15 December. There *Hetman* took up duties which consisted of towing disabled seaplanes in Biscayne Bay and occasionally assisting in salvage work.

Taken to Key West Naval Station after the close of the war, *Hetman* was offered for sale in May 1919, and finally sold to C. J. Haskell of New York City 1 March 1921.

Hetzel

A Coast Survey name retained.

(SwStr: t. 200; a. 1 9″, 1 80-pdr.)

Hetzel, a sidewheel steamer, was built in 1861 at Baltimore for the U.S. Coast Survey and was transferred to the Navy Department 21 August 1861. Her first commanding officer was Lt. H. K. Davenport.

Hetzel was assigned to the North Atlantic Blockading Squadron, and arrived Newport News, Va., 18 November 1861. Her first taste of action came 2 December, when Confederate steamer *Patrick Henry* stood out into Hampton Roads and engaged several Union gunboats, including *Hetzel*. The Federal ships succeeded in damaging *Patrick Henry* in a 2-hour engagement.

The ship was next sent to the coast of North Carolina to participate in a series of successful moves by joint forces in that area. Arriving 4 January 1862 off Hatteras Inlet, *Hetzel* got underway with the fleet 5 February for the joint amphibious assault on Roanoke Island. She took part in the initial bombardment of the Confederate works 7 February, and, after the landing of troops under cover of naval guns, helped to consolidate the Union victory next day. Commander Rowan's forces quickly capitalized on their important victory by pursuing the retreating Confederate squadron up the Pasquotank River. At Elizabeth City *Hetzel* and the other ships engaged Confederate batteries and destroyed or captured five Southern gunboats 10 February as Union forces strengthened their hold on the sounds of North Carolina.

USS *Hetzel*, a Side-wheel Steamer that saw service during the Civil War

As the joint operations in North Carolina continued, *Hetzel* took part in the attack on New Bern, 13 and 14 March 1862. Getting underway and steaming up the Neuse River at night, the gunboats under Commander Rowan supported the landings by Army and Marines at the town, passed obstructions in the river, and carried troops for the occupation. This combined operation behind the big guns of the Navy captured the key depot at New Bern with a veritable arsenal of supplies. *Hetzel* was assigned to the sounds of North Carolina following this victory, and spent much of the rest of the war on blockading duty in that area. She participated in an expedition to Hamilton and Williamston 2–9 November 1862 to look for ironclads rumored to be building by Confederates in the area, but found none. In March 1863 the ship assisted in the defense of Fort Anderson, opposite New Bern, when it was threatened by Confederate troops. They attacked 13-14 March and the accurate fire of *Hetzel*, *Hunchback* and other gunboats was credited with saving the fortification from capture.

Hetzel was active in the sounds of North Carolina, at New Berne and Washington, until November 1864. She acted during this time as command ship for the area, as her commander was senior officer of the sounds. During the course of the war she shared in the capture of five steamers, six schooners, and one sloop, as Union blockaders effectively shut off the Confederacy from outside trade. *Hetzel* returned to Hampton Roads in November 1864 for much-needed repairs, sailing for North Carolina and her former blockading station again 29 May 1865. She finally returned north in October 1865 and was returned to the Coast Survey during that month.

Hewell

An island off the coast of Maine.

(AG–145: dp. 515; l. 177′; b. 33′; dr. 10′; s. 13 k.; cpl. 52; a. 2 50 cal. mg.; cl. *Camano*)

Hewell (AG–145) was launched in 1944 by United States Concrete Pipe Corp., Los Angeles, Calif.; served the United States Army as FS–391; acquired by the Navy 2 February 1948, and commissioned 5 June 1948, Lt. (j.g.) J. W. Hinkleman in command.

Hewell's shakedown took her through the Pacific to Guam, Midway, and Saipan. As part of the Service Force, Pacific, *Hewell* operated in support of America's far-flung Asian defenses. Reclassified AKL–14 in June 1949 she continued her duties of transporting cargo through the vast Pacific areas covered by the U.S. Navy. When Communist troops began their onslaught on the Korean peninsula in June 1950, *Hewell* shifted her base of operations to Japan. Shuttle trips to the Korean coast kept American and Allied units, both naval and land, supplied with stores and ammunition. Overhaul at Pearl Harbor and tactical training designed to keep *Hewell* in a state of readiness varied her duties out of Japan.

With the end of hostilities in Korea in August 1953, *Hewell* continued to make frequent supply voyages from Japan to occupying troops until June 1954, when she made a final swing through the Pacific island bases. *Hewell* departed Hawaii for home in mid-October 1954, remaining at Astoria, Oreg., until she decommissioned there 15 March 1955 and joined the Pacific Reserve Fleet. *Hewell* remained there until 1 November 1959 when her name was stricken from the Navy List and sold to Steve Pickard 2 June 1960.

Hewell received seven battle stars for Korean service.

Hewes, Joseph, see *Joseph Hewes* (AP–50)

Heyliger

George Heyliger was born 8 May 1919 in Boston and enlisted in the Marine Corps there 3 February 1942. Private First Class Heyliger was serving with the 1st Marine Division at Guadalcanal 9 October 1942 when his platoon's position was attacked by approximately 150 Japanese. The fighting swiftly changed from automatic weapons to bayonets and then hand-to-hand combat. Heyliger refused to be dislodged from his position by the enemy and, after exacting a tremendous toll on them, heroically died at his post. For his extraordinary heroism and gallantry, PFC Heyliger was posthumously awarded the Navy Cross.

(DE–510: dp. 1,350; l. 306′; b. 36′8″; dr. 9′5″; s. 24 k.; cpl. 186; a. 2 5″, 4 40mm., 16 20mm.; cl. *John C. Butler*)

Heyliger (DE–510) was launched 6 August 1944 by the Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Mrs. Augusta Foss, mother of Private First Class Heyliger; and commissioned at New York 24 March 1945, Lt. Comdr. Arthur F. Chase, USNR, in command.

After shakedown in the Caribbean, *Heyliger* sailed from Norfolk for the Pacific 25 May, reaching Pearl Harbor via the Panama Canal and San Diego 19 June. The new destroyer-escort spent 6 weeks at Pearl for various training exercises and then departed for Guam 14 August, the day before Japan agreed to unconditional surrender. *Heyliger* reached Guam 30 August and then continued on to Rota Island in the Marianas, where Colonel H. H. Stent, USMC, accepted the surrender of the Japanese garrison 2 September. From 19 September to 21 October *Heyliger* searched through the Carolines to find Allied survivors and Japanese soldiers, as well as examining conditions in the islands. After a stint of patrol and air-sea rescue operations, *Heyliger* returned to the States 22 January 1946 and decommissioned at Green Cove Springs, Fla., 20 June.

Heyliger recommissioned at Green Cove Springs 28 March 1951 and reported to her new home port, Brooklyn. From there she participated in tactical exercises and fleet maneuvers along the American coast and in Caribbean waters. Antisubmarine work. her main mission, took *Heyliger* to European waters 13 June–10 July 1953 and again 17 June–15 July 1955. She decommissioned and was placed in reserve at Bayonne, N.J., 2 January 1958 and later transferred to Philadelphia. *Heyliger* was struck from the Navy List 1 May 1966 and sunk as a target by the Atlantic Fleet.

Heywood

Charles Heywood was born in Maine 3 October 1839. He was appointed a second lieutenant in the United States Marine Corps 5 April 1858. At the outbreak of the Civil War, Heywood was attached to *Cumberland* and commissioned major by brevet for his gallant services during the fight between *Cumberland* and Confederate iron-clad *Virginia*. At the Battle of Mobile Bay, 5 August 1864, he commanded the Marine guard of *Hartford*. and for gallant service was commissioned lieutenant colonel by brevet. Heywood also took part in the capture of Forts Morgan, Gaines, and Powell, ram *Tennessee*. steamers *Gaines* and *Selma*, and the destruction of the steamer *Morgan*. In addition he served in *Sabine* and *Ticonderoga* during the Civil War. Heywood was appointed Colonel Commandant of the Marine Corps 30 January 1891; Brigadier General Commandant 3 March 1899; and Major General Commandant 1 July 1902. He was the first commandant to attain the rank of Major General. Ending 45 years of active service in the Corps. Major General Heywood retired 3 October 1903. He died 26 February 1915 at the age of 76.

The name *Heywood* was assigned to Transport #2 on 7 February 1919; but construction of the proposed transport, authorized by Congress 29 August 1916, was postponed. Classified AP–2 on 17 July 1920, *Heywood* remained on the Navy List until 5 March 1941 when she was renamed *Doyen* (*q.v.*) prior to the start of construction.

(AP–12: dp. 14,450; l. 507'; b. 56'; dr. 25'6"; s. 16.8 k.; cpl. 540; a. 4 3", 8 40mm.)

Heywood (AP–12) was built in 1919 as *Steadfast* by the Bethlehem Steel Corp., Alameda, Calif. As SS *City of Baltimore* she made New York-San Francisco passenger runs for the Panama Pacific Lines throughout the 1930's. She was acquired by the Navy 26 October 1940, renamed *Heywood* (AP–12), and fitted out as a troop transport at Portland, Oreg., where she commissioned 7 November 1940, Captain Herbert B. Knowles in command.

Heywood cruised as far west as Hawaii before transiting the Panama Canal for Charleston, S.C., arriving 14 June 1941. She carried garrison forces for the defense of Iceland and performed neutrality patrol in waters of the West Indies until the infamous raid on Pearl Harbor. She departed Norfolk 10 April 1942 with reinforcements for the Soman Islands, then replenished at San Pedro before sailing for Wellington, New Zealand. She embarked Marines for amphibious warfare training, then sailed to land them in the amphibious assault in the Tulagi-Guadalcanal area 7 August 1942. She shot down an enemy plane 8 August and frequently repelled air attacks as she shuttled desperately needed supplies and troops into Guadalcanal from the New Hebrides, New Caledonia and ports of Australia. Outbound from the besieged Solomons, she evacuated wounded Americans and Japanese captives.

Heywood returned to San Pedro, Calif., 16 January 1943 for repairs. She sailed north 24 April, carrying fighting men who landed 11 May in an amphibious assault on Attu, Aleutian Islands. She returned nearly 500 wounded veterans of the campaign for Attu to San Francisco 6 June, then put to sea with occupation troops landed to occupy Kiska 15 August 1943.

Heywood returned to Wellington, New Zealand, 1 October 1943 to train and embark fighting men landed in amphibious assault on bloody Tarawa in the Gilbert Islands 20 November. She returned to Pearl Harbor 3 December for amphibious warfare training culminating in the amphibious assault for the capture of the Marshall Islands which commenced 31 January 1944. She put garrison troops ashore at Kwajalein and Majuro, then landed assault units as Americans swiftly swept on to Eniwetok. With the Marshalls secured, the transport overhauled in San Pedro, Calif., then returned to the Marshalls 11 May to prepare for the invasion of the Marianas Islands. She landed assault troops at Saipan 16 June and on nearby Tinian 24 July as America took a giant sea step toward Japan herself.

Heywood participated in the long overseas sweep to Leyte in the Philippines, landing assault troops in the initial invasion of 20 October 1944. She had a brief rest at Manus in the Admiralties where she embarked assault troops landed on the shores of Lingayen Gulf 9 January 1945. She landed reinforcements to assist in securing Mindoro 9 February 1945, then returned to the States for overhaul before embarking reinforcements for the capture of Okinawa, the last stepping stone to Japan.

The close of hostilities with Japan 15 August 1945 found *Heywood* in the Philippine Islands. She carried occupation troops into Tokyo Bay 8 September 1945 and continued trooplift operations between Japan and the Philippines until 25 October 1945 when she set course for the western seaboard. After setting veterans ashore at San Diego and at Philadelphia, she arrived in Boston 3 February 1946. She decommissioned there 12 April 1946 and transferred 2 July 1946 to the custody of the Maritime Administration. She was subsequently renamed *City of Baltimore*.

Heywood received seven battle stars for service in World War II.

Heywood L. Edwards

Heywood Lane Edwards was born in San Saba, Tex., 9 November 1905 and graduated from the Naval Academy in 1926. After serving in battleship *Florida*, cruiser *Reno* and other ships, he underwent submarine instruction in 1931, served in several submarines, and was assigned to cruiser *Detroit* in 1935. Lt. Comdr. Edwards assumed command of destroyer *Reuben James* 6 April 1940. His ship became the first in the U.S. Navy to be sunk in the Battle of the Atlantic when it was torpedoed by a German submarine while on convoy duty west of Iceland 30–31 October 1941. Lt. Comdr. Edwards and 99 of his crew perished with the ship.

(DD–663: dp. 2,700; l. 376'6"; b. 39'8"; dr. 13'; s. 35 k.; cpl. 319; a. 5 5"; 10 21" tt.; cl. *Fletcher*)

Heywood L. Edwards (DD–663) was launched by Boston Navy Yard 6 October 1943; sponsored by Mrs. Louise S. Edwards, mother of the namesake; and commissioned 26 January 1944, Comdr. J. W. Boulware in command.

Heywood L. Edwards conducted her shakedown beginning 25 February off Bermuda and after gunnery exercises off the Maine coast departed to join the Pacific Fleet. Sailing from Boston 16 April, she transited the Panama Canal, stopped at San Diego, and arrived Pearl Harbor 8 May. There *Heywood L. Edwards*, took part in training maneuvers with Task Force 52 under Vice Admiral R. K. Turner, helping to weld the coordinated amphibious force which was to sweep across the Pacific. The ships got underway from Pearl Harbor 29 May for the Marianas with *Heywood L. Edwards* acting as screening unit for the transport group, and during the initial landings on Saipan 15 June the destroyer took up patrol station to seaward of the invasion beaches. From 21–30 June she closed the beaches to deliver vital fire support for the advancing Marines, and continued that highly effective duty until 2 July. *Heywood L. Edwards* then joined cruiser *Montpelier* for the bombardment of Tinian, another island objective of the Marianas campaign.

The destroyer returned to her gunfire support role off Saipan 6 July, and the next night, 7 July, she was called upon to rescue a group of soldiers cut off from the American lines and stranded on the beach. *Heywood L. Edwards* put over her whaleboat and made four shuttle trips over the treacherous reefs to rescue the 44 men, transferring them to a nearby LCI. Between 19 and 21 July she fired more bombardment missions off Tinian in support of the impending landing there, returned to Saipan fire support duties for a few more days, and got underway from the Marianas 30 July for Eniwetok.

With the Marianas secured, the next objective in the push across the Pacific was the capture of advance bases for the invasion of the Philippines. *Heywood L. Edwards* took part in the Peleliu operation, departing 18 August for training exercises with amphibious forces on Florida Island and sailing for the western Carolines 6 September. Arriving 11 September, the destroyer maintained an antisubmarine patrol around the heavier bombardment units until 13 September, when she was detached to provide close support for underwater demolition teams working on beach obstructions. On 15 September, the day of the assault on this strategic island, *Heywood L. Edwards* provided fire support to forces ashore, illumination fire at night, and succeeded in knocking out an ammunition dump next day as the struggle continued. She encountered a group of barges loaded with reinforcements shortly after midnight 23 September, and after illuminating them with star shell opened with her main battery. By dawn she had sunk 14 of the barges, aided by landing craft, and had helped prevent the landing of some 650 Japanese troops.

The landing a success, *Heywood L. Edwards* proceeded to Manus, Admiralty Islands, where she arrived 1 October. There she joined with Rear Admiral Oldendorf's fire support and bombardment group for the historic return to the Philippines, departing for Leyte 12 October 1944. She conducted pre-invasion bombardment 18–20 October and provided gunfire support for the landings 20 October. This work continued for 4 days under frequent enemy air attack. Then *Heywood L. Edwards* joined once more with Rear Admiral Oldendorf's force for the impending

Battle of Surigao Strait, as the Japanese made a desperate attempt to destroy the landing force.

As Oldendorf's masterfully deployed forces waited at the end of Surigao Strait, *Heywood L. Edwards* headed section 3 of Destroyer Squadron 56, screening the left flank of the cruiser line. Torpedo boats and destroyers made the initial attacks, farther down the strait, and just after 0300 25 October *Heywood L. Edwards* and her unit were ordered to attack. In company with *Leutze* and *Bennion* the destroyer steamed down the port side of the enemy column and ran through a hail of gunfire to launch torpedoes. Two hits were obtained on Japanese battleship *Yamashiro*, with *Albert W. Grant* on the American side damaged but afloat. After this intrepid attack, the Japanese steamed into Oldendorf's trap. As the destroyers retired, his heavy units pounded the enemy line, allowing only cruiser *Mogami* (later sunk by aircraft) and one destroyer to escape. As morning broke over Surigao Strait, *Heywood L. Edwards* took station on the port bow of the cruisers in search of enemy cripples, patrolled the eastern entrance to the strait for a day, then returned to take up station in Leyte Gulf.

With the American victory complete at sea, *Heywood L. Edwards* remained in the invasion area until 25 November, patrolling and protecting the shipping building up in the gulf. She arrived Manus for a much-needed rest and repair period 29 November. Soon underway again, however, she sailed 15 December, and after training exercises in the Palau Islands departed 1 January with Oldendorf's group for the second important phase of the Philippine invasion, Lingayen Gulf. Fighting off suicide planes as they steamed, the ships arrived Lingayen Gulf 6 January, and *Heywood L. Edwards* downed two of these aircraft during a strong attack that day. She then took up her fire support duties for UDT teams, and with the landings 9 January covered troops on the beachhead and fired at strongpoints ashore. She continued these assignments in addition to protecting arriving and departing convoys until 22 January, when she departed for Ulithi.

Next on the relentless timetable of Pacific victory was Iwo Jima, seen as a key base for B–29 operations against the mainland of Japan. *Heywood L. Edwards* participated in landing rehearsals 12–14 February 1945 and screened heavy units during the pre-invasion bombardment. As the Marines stormed ashore 19 February she began firing support missions, aiding the hard fighting ashore until 27 February, when she sailed for Saipan. The destroyer then sailed on to Ulithi and formed with the supporting forces for the coming invasion of Okinawa.

The task force for this landing departed Ulithi 21 March, and after her arrival 4 days later *Heywood L. Edwards* covered the UDT teams' reconnaissance of Kerama Retto. As those islands were captured 27 March in preparation for the larger landings, the destroyer found herself in the midst of heavy suicide attacks and shot down many of the kamikazes. She covered the UDT landings on Okinawa 30 March, bombarded an airfield ashore that afternoon, and 1 April joined in the bombardment of the assault areas. During the next weeks of bitter fighting ashore, naval forces effectively sealed off the island from any possible reinforcement and effectively supported the troops with gunfire. *Heywood L. Edwards* and the other vessels had to fight off continuing suicide attacks and other menaces. When destroyer *Longshaw* ran aground on a reef 18 May, *Heywood L. Edwards* knocked out shore batteries which had opened on the stricken ship. She then continued performing fire support and radar picket duties off Okinawa until 28 July, when she sailed for Leyte Gulf. She had helped to carry out one of the most prolonged and successful fire support operations in the history of amphibious warfare.

The destroyer departed Leyte 2 August, and after a time at Saipan and Eniwetok she got underway again 29 August. Sailing toward Japan, *Heywood L. Edwards* covered the initial occupation of the Ominato area 6 September 1945 and departed that port 22 October for the United States, via Pearl Harbor. She arrived Seattle 10 November, decommissioned 1 July 1946, and entered the Long Beach Group, Pacific Reserve Fleet. Brought out of reserve in 1959, she was loaned to Japan under the Military Assistance Program, where she serves as *Ariake* (DD–183).

Heywood L. Edwards received seven battle stars for her service in World War II and a Navy Unit Commendation for her outstanding part in the great amphibious operations of 1944–45.

Hiamonee

A former Seminole village on the Okloknee River in North Florida.

(YTB–513: dp. 325; l. 100′; b. 25′; dr. 9′7″)

Hiamonee (YTB–513), a diesel-powered tug, was launched 19 September 1945 by Commercial Iron Works, Portland, Oreg.; and placed in service November 1945.

Hiamonee served as a harbor tug in the 12th Naval District until March 1946, when she entered the Pacific Reserve Fleet at Bremerton, Wash., where she remains.

Hiawatha

Title and hero of a poem by Longfellow; a famous Mohawk chieftain.

I

(SP–183; dp. 89; l. 98′; b. 17′; dr. 5′; s. 10 k.; a. 1 3-pdr., 1 1-pdr.)

Hiawatha, a steam yacht, was built as *Donaire* by Lawley & Sons, Boston, Mass., in 1914. She was acquired from her owner, A. W. Stanley, of Miami, Fla., and commissioned 10 May 1917 at Norfolk Navy Yard.

Assigned to the 5th Naval District, *Hiawatha* operated in Hampton Roads and vicinity as a patrol craft and dispatch boat during the First World War. After the war she remained inactive in Norfolk until loaned to the Maryland State Conservation Commission 11 December 1919 to 16 March 1920. She was subsequently sold to the Department of Agriculture, Forest Service, 1 October 1920, and was taken to Alaska for use in the administration of Alaskan National Forests.

II

(SP–2892: dp. 69; l. 65′5″; b. 17′; dr. 8′; s. 8 k.)

The second *Hiawatha*, a wooden steam tug, was built by Brown, Tottenville, of Staten Island, N.Y., in 1903; acquired by the Navy in 1918; and commissioned 1 August 1918 at New York.

Assigned to the 3d Naval District, *Hiawatha* operated with and was manned by sailors from guard ship *Amphitrite*. The tug performed guard duty in the harbor and boarded ships to inspect cargo until she was detached from service 5 December 1918. *Hiawatha* was returned to her owner 5 May 1919.

III

(YT–265: dp. 237; l. 100′; b. 25′ dr. 9′7″; s. 13 k.)

Hiawatha (YT–265), a harbor tug, was built as *Port Angeles* under Maritime Commission Contract by Birchfield Boiler Inc., Tacoma, Wash.; launched 3 April 1942; and sponsored by Mrs. Violet Davies. Acquired by the Navy 30 April 1942, the tug's name was changed to *Hiawatha;* and she was placed in service.

Hiawatha performed harbor tug duties for the 13th Naval District at Seattle, Wash., during the remainder of World War II and after. She was redesignated YTB, large harbor tug, 15 May 1944. In 1948 she was assigned to the 12th Naval District and operated as a tug for the San Francisco Naval Shipyard. *Hiawatha* was redesignated YTM–265, medium harbor tug, in February 1962; and she continues to serve at San Francisco Naval Shipyard.

Hibbing Victory, see *Denebola* (AF–56)

Hibiscus

I

Any of the herbs, shrubs, or trees of genus *Hibiscus;* many of which have large showy flowers.

(ScStr: t. 490; s. 9 k.; a. 2 30-pdr., 4 24-pdr.)

Hibiscus was purchased at New York from S. M. Pook on 16 November 1864; and commissioned there on 29 December 1864, Lt. William L. Martine in command.

She sailed from New York on 29 January 1865 and reached Tampa, Fla., via Port Royal, S.C., and Key West on 17 February. *Hibiscus* patrolled out of Tampa until the end of July, putting in at Cedar Keys and St. Andrews Bay as well as Key West during this period. On 11 April 1865 off Crystal River *Sea Bird,* which served as tender to *Hibiscus,* captured small Confederate sloops *Florida* and *Annie* with cargos of loose and baled cotton. With the end of the war, *Hibiscus* sailed north and on 11 August stood into New York. She decommissioned there 19 August 1865 and was sold 5 October 1866.

II

(T. 876; l. 190′; b. 30′; dr. 13′; sp. 11 k.)

Hibiscus was built in Camden, N.J., in 1908. Acquired from the Lighthouse Service, Department of Commerce, she commissioned 11 April 1917 and served as a patrol vessel at Boston. *Hibiscus,* after decommissioning, was returned to the Lighthouse Service 1 July 1919.

Hibiscus, see *Spry* (PG–64)

Hickman

(NOTS: dp. 10,562 t.; l. 377′; b. 52′; dr. 23′10″; sp. 10.5 k.; cpl. 90)

Hickman was built by Standard Steamboat Co. of New York in 1918; acquired from the USSB on 16 November 1918; and commissioned at Shooters Island, N.Y., on 16 November 1918, Lt. Comdr. Carl Gustave Muller in command.

After loading cargo at New York, *Hickman* sailed for France on 7 December 1918, arriving at La Pallic Roads on 22 December after a rough passage in which one of the crew was lost overboard. She unloaded cargo there and, taking on a few passengers for the States, sailed on 27 January 1919 and arrived at New York on 17 February in an even rougher passage with winds in the North Atlantic reaching hurricane force. She decommissioned there 5 March 1919 and was returned to the USSB.

Hickman County

There are two Hickman Counties in the United States. Hickman County of middle Tennessee has an area of 655 square miles; its county seat is Centerville. Hickman County of western Kentucky has an area of 244 square miles; its county seat is Clinton.

(LST–825: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm., cl. *LST–511*)

Hickman County (LST–825) was launched as *LST–825* 11 November 1944 by the Missouri Valley Bridge & Iron Co., Evansville, Ind.; sponsored by Mrs. John Spindler; commissioned at New Orleans 8 December 1944, Lt. Henry V. Hartsell in command.

After shakedown in the Gulf of Mexico, *LST–825* loaded oil and cargo at New Orleans and sailed for the West Coast. She arrived at San Diego 30 January 1945, discharged her cargo and continued on to Seattle, arriving 4 February. Loading oil, ammunition and embarking troops, *LST–825* sailed for the Pacific 26 February 1945. The momentous Pacific campaign was in full swing at Okinawa when *LST–825* reached that rocky Japanese fortress via Pearl Harbor, Guam, Eniwetok, and Ulithi on 21 April to discharge troop reinforcements and cargo.

LST–825 retired to Saipan, where she loaded cargo and supplies for the famed Seabees and returned to Okinawa 26 June. A late July convoy took the LST to Iwo Jima with cargo and supplies; and she returned to Okinawa 4 September. Hostilities having ended on 15 August, *LST–825* embarked troops and equipment of the 5th Army Air Force destined to participate in the occupation of Japan. Entering Tokyo Bay 25 September, she disembarked the occupation forces and their equipment and set course for Okinawa.

During November 1945, *LST–825* completed a second Okinawa-Japan trip. On the 16th the landing ship embarked 514 enlisted men at Guam and sailed for the United States via Pearl Harbor as part of the "Magic-Carpet" fleet bringing home veterans, arriving San Francisco 22 December. After a few months of tactical operations along the West Coast, *LST–825* decommissioned at Swan Island, Portland, Oreg., and joined the Pacific Reserve Fleet 22 May 1946.

With the outbreak of hostilities in Korea, *LST–825* recommissioned 3 November 1950, Lt. Thomas R. Ashton in command. After training out of San Diego, *LST–825* entered Pearl Harbor 8 April 1951 where she transported passengers and cargo among the Hawaiian Islands until returning stateside 1 July. On 17 September she returned to Hawaii and operated there until her return 16 December to San Diego. Departing San Diego 26 April 1952, the LST arrived at Yokosuka 11 June via Pearl Harbor and Midway. She made several cruises to the Korean coast to participate in tactical amphibious exercises and maneuvers of U.S. and Republic of South Korean troops. *LST–825* also carried Communist prisoners-of-war from Korea to Japan. She returned to San Diego 5 March 1953, for scheduled amphibious landing exercises and fleet tactics along the western seaboard.

Her second Western Pacific cruise began on her departure from California 20 January 1954. Spring and early summer were spent in operations along the Japanese and Korean coast as well as cargo duty between Eniwetok and Bikini. On 11 August 1954, *LST–825* departed Yokosuka for French Indochina, where she assisted the humanitarian "Passage to Freedom." When the French began to pull out of Indochina following their defeat by Communist rebels, over 800,000 North Vietnamese chose to foresake their homes and cast their lot with the southern half of their country rather than to live under communism.

Nearly 100 ships of the U.S. Navy under Rear Admiral Lorenzo S. Sabin helped transport the refugees in a mass exodus to freedom. In all, the U.S. Navy evacuated 310,848 North Vietnamese as well as 68,757 tons of cargo and over 8,000 vehicles. Hard-pressed and cramped sailors were rewarded when many of the 184 children born on the "Passage to Freedom" were named after U.S. ships and officers. Part of this humanitarian task force from 26 August to 5 October 1954, *LST–825* made five trips from the Northern capital, Haiphong, to Southern ports with Vietnamese refugees and French troops and equipment. For an outstanding job done during this worthy cause, the ship was awarded the Vietnam Presidential Unit Citation.

LST–825 returned to San Diego 27 November 1954, and operated out of there until decommissioned 20 September 1955, having been renamed *Hickman County* 1 July.

Hickman County recommissioned in service at San Diego 22 March 1963, Lt. Edward F. Powers in command. Assigned to LST Reserve Squadron 2, she reported to the U.S. Naval Amphibious Base at Little Creek, Va., 19 June 1963, to conduct amphibious warfare training. For the next 2 years she underwent various phases of training in amphibious warfare.

In May 1965, the Dominican Republic crisis erupted and *Hickman County* sailed from Norfolk 8 May laden with

supplies for the logistical support of the U.S. Armed Forces keeping the peace in that country. *Hickman County* remained in the Caribbean area as a standby ship supplying the United States contingency at the Dominican Republic until 15 July when it called at Puerto de Haina, Dominican Republic, to embark Army troops and sailed for Sunny Point, N.C., debarking them 22 July 1965. From 26 August until 9 December, the busy ship transferred military personnel and cargo between the United States and the Dominican Republic and acted as host to foreign ships at San Juan, P.R. On 10 December she arrived at Little Creek, Va., departing for Brooklyn, N.Y., 4 days later for overhaul. On 23 February 1966, the ship transited the Panama Canal, arriving at Pearl Harbor 19 March and departed Kaneohe Bay, Oahu, 4 April 1966 for the Western Pacific, where she presently serves.

Hickman County earned two battle stars for service in Korea and the Vietnam and Korean Presidential Unit Citations.

Hickox

Ralph Hickox was born 29 August 1903 in Washington D.C. Enlisting in the United States Marine Corps 23 September 1921, he was appointed to Annapolis 18 July 1923 and commissioned ensign 2 June 1927. In the peacetime Navy Hickox served in a variety of ships and stations and was finally appointed commanding officer of the destroyer *Truxtun* 3 October 1941. He had been commissioned lieutenant commander 1 July of that year. When his ship went aground in heavy seas off St. Lawrence, Newfoundland, 18 February 1942, Lt. Comdr. Hickox remained on the bridge directing rescue operations in a cool and fearless manner which inspired the officers and men under him and was instrumental in effecting the rescue of many of the members of his crew. However, Hickox was swept from the bridge by the pounding seas and lost.

(DD–673: dp. 2,050 t.; l. 376'6"; b. 39'8"; dr. 17'9"; s. 37 k.; cpl. 319; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Hickox (DD–673) was launched 4 July 1943 by Federal Ship Building & Drydock Co., Kearny, N.J.; sponsored by Mrs. Ralph Hickox, wife of the late Commander Hickox; and commissioned 10 September 1943, Comdr. William M. Sweetser in command.

After shakedown in the Caribbean, *Hickox* departed Norfolk 21 November and reported to Pearl Harbor 12 December. Joining Admiral Mitscher's fast carrier Task Force 58 as part of the destroyer screen, *Hickox* sailed 16 January 1944 to participate in the first "neutralization" raids against Marshall Islands airfields. In the next few months she helped shepherd the powerful carriers through raids on Truk, the Marshalls, and New Guinea. On 1 April *Hickox* teamed up with *Hunt* to destroy two small Japanese cargo vessels off Woleai Island. She chalked up another enemy ship, a small picket boat, 13 June in the Marianas. After guarding the carriers as their planes launched initial strikes on both Wake and Saipan in early June, *Hickox* accompanied other units of the task force in patrolling western Marianas waters in anticipation of engagement with a large enemy surface force. These anticipations were met 19 June as the Battle of the Philippine Sea was joined. In this 2-day air struggle, the Japanese fleet lost 395 (92%) of its carrier planes, 31 (72%) of its float planes, and an estimated 50 land-based planes. During the famed "Marianas Turkey Shoot," as the Navy fondly termed it, *Hickox* was in on the kill of at least five aircraft and also rescued three splashed fliers. Japanese naval air never recovered from this defeat.

For the rest of the summer she remained with TF 58 as the carriers launched preliminary air strikes against enemy positions on Iwo Jima and Guam. On 11 September *Hickox* joined Admiral "Bull" Halsey's 3d Fleet in Philippine waters to protect carriers whose planes 2 days later launched initial strikes against the former American islands. After raids on Okinawa and Formosa 12–13 October, *Hickox* turned back to Philippine waters to participate in the Battle for Leyte Gulf, Japan's last desperate effort to resist the overwhelming American advance across the Pacific. In 4 separate battles 24–26 October the once-proud Japanese fleet was decimated by the loss of 3 battleships, 10 cruisers, 4 carriers, 9 destroyers, and a submarine. Through 7 November *Hickox* remained with the 3d Fleet, under almost constant Japanese air attack, to screen air strikes against Manila before retiring to Ulithi.

Rejoining the carriers 14 November, *Hickox* escorted them to further strikes in the Philippines and 11 December support of the Mindanao landings. In the savage typhoon which struck the Philippines 17 December, *Hickox* lost steering control in howling winds estimated at 115 knots, but regained power and control in time to shepherd a group of tankers to safety at Ulithi 23 December. Rejoining Task Force 58 1 February 1945, *Hickox* screened the carriers 16 February as they launched the first raids against Tokyo since the famed Halsey-Doolittle raid of April 1942. Further strikes against the Japanese home islands and in support of the already-launched Iwo Jima invasion kept *Hickox* at sea well into the spring. On 19 March the carrier *Franklin* was severely damaged by a kamikaze and *Hickox* lowered her whaleboat and steamed in the listing ship's wake to rescue her crew. After rescuing some 70 men from the water, the daring destroyer sailed directly under the flaming carrier's fantail to rescue 18 men from the ship and 3 more from the water. In addition, *Hickox*'s effective antiaircraft fire drove off two more kamikaze attacks on the damaged *Franklin*. After escorting the carrier to Ulithi 24 March, *Hickox* sailed 5 April to join support forces off Okinawa, where battle had been raging 4 days as American forces sought to take the Japanese bastion, last obstacle before invasion of the home islands.

Off Okinawa *Hickox* engaged in screening and radar picket duties. While coming under fierce air attack, the battle-hardened DD gave as good as she received, downing and assisting in the kill of several Jap planes. Detached from duty there 29 May, *Hickox* proceeded to Guam and from there sailed for home via San Pedro and Pearl Harbor. Steaming under the Golden Gate Bridge 6 July, the veteran warrior underwent repairs, her first since departing the States 18 months earlier, and was still there when the long Pacific war ended 2 September with the signing of the armistice in Tokyo Bay. *Hickox* decommissioned and went into reserve at San Diego 10 December 1946.

Hickox recommissioned 19 May 1951, following the outbreak of war in Korea that accelerated the need for seapower. She arrived Newport, R.I., her new home port, 13 October to join the Atlantic Fleet. After tactical exercises along the coast and in the Caribbean, she and the other destroyers of DesRon 20 sailed 6 September on what was to become an around-the-world cruise. *Hickox* spent two long winter months on duty off Korea screening the fast carriers of Task Force 77, furnishing gunfire support, and patrolling along the Communist-imperiled peninsula. She and her sister ships returned to Newport in April 1953 via Singapore, Calcutta, Ceylon, Naples, and Gibraltar to terminate their 7½-month cruise. Further exercises occupied her until 8 September 1954, when *Hickox* sailed for a 5-month cruise to Northern and Mediterranean Europe. NATO and fleet maneuvers as well as good-will visits consumed most of *Hickox*'s tour. Returning to the States 7 February 1955, *Hickox* made one more Mediterranean cruise in the summer of 1957 during which she stood by in the eastern Mediterranean to prevent further unrest and bloodshed in the wake of an attempted coup against King Hussein of Jordan. Returning to the States 30 August, *Hickox* sailed to Philadelphia 2 weeks later and decommissioned there to join the Atlantic Reserve Fleet 20 December 1957.

Hickox received nine battle stars for World War II service and two for Korean service.

Hidalgo

A county in New Mexico.

(AK–189: dp. 7,125 full load; l. 338'6"; b. 50'; dr. 21'; s. 12 k.; cpl. 85; a. 1 3"; cl. *Alamosa*)

Hidalgo (AK–189), a diesel-powered C1–M–AV1 cargo hull, was launched 28 July 1944 under Maritime Commission contract by Walter Butler Shipbuilding, Inc., Superior, Wis., sponsored by Mrs. Claude Pepper, wife of the Senator from Florida; placed in service while being towed to Galveston, Tex., and commissioned 4 August 1945, Lt. John W. Thompson in command.

After conducting a brief shakedown cruise off the coast of Texas, *Hidalgo* sailed to the Canal Zone for routing to the Pacific 5 September 1945, but the war's end brought orders to proceed to Norfolk. The ship arrived in Hampton Roads 11 March 1946 and decommissioned 26 April 1946. Subsequently, she was sold to Turkey and serves as cargo ship *Rize* in merchant service.

Hidatsa

An Indian group of the Sioux Tribe of North Dakota, now living on the Fort Berthold Reservation.

(AT–102: dp. 1,240; l. 205'; b. 38'6"; dr. 15'4"; s. 16 k.; cpl. 85; a. 1 3", 2 40mm.; cl. *Cherokee*)

Hidatsa (AT–102) was launched 29 December 1943 by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; sponsored by Mrs. Dorothy S. White; and commissioned 25 April 1944, Lt. Carroll F. Johnson in command. She was reclassified ATF–102 15 May 1944.

After shakedown in Chesapeake Bay, *Hidatsa* departed Norfolk 3 June 1944 with two floating destroyer workshops in tow and reached Manus Island, Admiralties, via the Panama Canal, Borabora, and Espiritu Santo 4 September. On 20 September *Hidatsa* towed two pontoon barges to Morotai to be used in docks assembled on that newly taken island. Next, she towed seven more barges to Mios Woendi. Then, as the long Pacific campaign moved steadily northward, the fleet tug departed Mios Woendi 13 October with a gasoline barge, a crane barge, and a PT drydock in tow, for use in the invasion of the Philippine Islands. As *Hidatsa* reached Leyte Gulf, scene of the initial landings, 25 October she could observe gun flashes from the Battle of Surigao Straits, part of Japan's desperate attempt to deny America the Philippines. But for brief voyages to Manus and Hollandia, *Hidatsa* remained at Leyte on fire fighting, towing and salvage assignments until 3 January 1945. That day she sailed to participate in the initial landings at Lingayen Gulf where she remained 9–18 January during the vicious Japanese kamikaze attacks.

Hidatsa next participated in landings at Zambales and Grande Island, where she was active in salvage and towing work. On the morning of 17 February, while returning from the initial assault landings at Corregidor, the tug struck a mine in Mariveles Harbor killing 8 of her crew and injuring another 12. Towed to Subic Bay 18 February, *Hidatsa* remained there for repairs and trials until she sailed 2 August 1945 for Manus Island, where she received the welcome news of Japan's surrender. Although the war was over, there was much work to be done, and the fleet tug remained in the Philippines for salvage operations until 7 April 1946.

Reaching San Pedro, Calif., via Eniwetok and Pearl Harbor, 13 June, *Hidatsa* engaged in training operations. She returned to the Pacific in 1947 for salvage and towing operations, primarily at Eniwetok and Kwajalein. *Hidatsa* departed Mare Island for Alaska 28 August 1947 and spent most of the next 2 months operating in the northern waters. Operations along the California coast, with a February 1948 cruise to Pearl Harbor, occupied *Hidatsa* until she decommissioned and went into reserve at Long Beach, Calif., 5 May 1948.

In 1962 *Hidatsa* was transferred to the Maritime Commission, National Defense Reserve Fleet at Suisun Bay, California, where she remains.

Hidatsa earned two battle stars for her service in World War II.

Hi-Esmara, see *Niagara* (AGP–1)

Higbee

Lenah S. Higbee, first woman to receive the Navy Cross while still living, was born 18 May 1874 in Chatham, New Brunswick, Canada. After completing nurses' training at New York Postgraduate Hospital in 1899 and further training at Fordham Hospital, she engaged in private practice until entering the U.S. Navy Nurse Corps 1 October 1908. Widow of the late Lieutenant Colonel John Henley Higbee, USMC, Mrs. Higbee became Chief Nurse 14 April 1909 and second commandant of the Nurse Corps 20 January 1911. For her World War I service she received the Navy Cross 11 November 1920. Mrs. Higbee retired from the Nurse Corps 30 November 1922 and died 10 January 1941 at Winter Park, Fla. She is buried beside her husband at Arlington National Cemetery.

(DD–806: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 35 k.; cpl. 367; a. 6 5", 12 40mm., 11 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Gearing*)

Higbee (DD–806) was launched 13 November 1944 by the Bath Iron Works, Bath, Maine; sponsored by Mrs. A. M. Wheaton, sister of the late Mrs. Lenah S. Higbee; and commissioned 27 January 1945, Comdr. Lindsay Williamson in command.

Higbee immediately sailed to Boston, where she was converted to a radar picket destroyer. After shakedown in the Caribbean, she sailed for the Pacific 24 May, joining the famed Carrier Task Force 38 less than 400 miles from Tokyo Bay 19 July. "Leaping Lenah," as she had been dubbed by her crew, screened the carriers as their planes launched heavy air attacks against the Japanese mainland until the end of hostilities 15 August. She helped clear Japanese mine fields and supported the occupation forces for the following 7 months, finally returning to San Diego 11 April 1946. The post-war years saw *Higbee* make two peacetime Western Pacific cruises as well as participate in fleet exercises and tactical training maneuvers during both these cruises and off the West Coast. On her second WestPac cruise, *Higbee* escorted the heavy cruiser *Toledo* as they paid official visits to the recently constituted governments of India and Pakistan in the summer of 1948.

When Communist troops plunged into South Korea in June 1950, *Higbee*, redesignated DDR–806 18 March 1949, was immediately deployed to the Korean coast with the 7th Fleet. Most of her Korean War duty came in screening the Fast Carrier Task Force 77 as their jets launched raids against Communist positions and supply lines. On 15 September she formed part of the shore bombardment and screening group for the brilliant amphibious operation at Inchon. *Higbee* returned to San Diego 8 February 1951. In two subsequent stints in Korea, she continued to screen the carrier task force and carry out shore bombardment of enemy positions. In order to protect against the possibility of Communist invasion of Nationalist China, *Higbee* also participated in patrol of Formosa Straits. Returning to the States 30 June 1953, she entered the Long Beach yard for a 6-month modernization which saw major structural alterations made, including an enlarged Combat Information Center, new height-finding radar, and an improved antiaircraft battery.

The radar picket destroyer's peacetime duty then fell into a pattern of 6-month WestPac cruises alternating with upkeep and training out of San Diego. Operating with the 7th Fleet on her WestPac cruises, *Higbee* visited Australian and South Pacific ports frequently as well as engaging in fleet maneuvers with units of SEATO navies. Her home port was changed to Yokosuka, Japan, 21 May

1960. From there *Higbee* continued to cruise in the Pacific and along the China coast to strengthen American force in Asia and show her determination to protect democracy against the inroads of Communism. After 2 years duty in Japan, *Higbee* returned to her new home port, San Francisco, 4 September 1962. On 1 April 1963 the destroyer entered the shipyard there for a fleet rehabilitation and modernization overhaul designed to improve her fighting capabilities and lengthen her life span as an active member of the fleet. *Higbee* was redesignated DD–806 on 1 June 1963.

Ready for action 3 January 1964, *Higbee* trained on the West Coast until departing for Japan 30 June and reached her new homeport, Yokosuka, 18 July. During the Tonkin Gulf Incident in August, the destroyer screened carriers of Task Force 77 in the South China Sea. In February 1965 *Higbee* supported the 9th Marine Brigade at Danang, Vietnam. In May she participated in Gemini recovery in the Western Pacific. On 1 September *Higbee* helped to rescue the crew from *Arsinoe* after the French tanker had grounded off Scarborough Shoals in the South China Sea. The remainder of September was spent in naval gunfire support off South Vietnam.

While operating northeast of Luzon in late January 1966, *Higbee* sighted Russian hydrographic ship *Gidrifon*. Returning to South Vietnam in April, *Higbee* bombarded enemy positions near Cape St. Jacques and the mouth of the Saigon River. On 17 June she departed Yokosuka for the West Coast, arrived Long Beach, her new home port, 2 July and operated out of there into 1967.

Higbee earned one battle star for her service in World War II and seven battle stars for her service in the Korean War.

High Ball

A former name retained.

(SP–947: l. 45′; b. 6′6″; dr. 2′6″; s. 35 k.; a. 1 mg.)

High Ball, a wooden motor boat, was built in 1910, acquired from her owner, W. J. Green of Utica, N.Y., 21 May 1917, and commissioned 1 June 1917 at New York Navy Yard.

High Ball was assigned to the 3d Naval District and spent her commissioned service as a tender to *Amphitrite* in New York Harbor. She was returned to her owner 21 May 1919.

II

(YP, l. 31′ wl.)

The second *High Ball* was a small motor boat acquired by the Navy from her owner, W. W. Smithers, of Cape May, N.J., November 1918. Assigned to the 4th Naval District, she was returned to her owner 2 December 1918.

High Point

A city in central North Carolina.

(PCH–1: dp. 110; l. 115′; b. 32′; dr. about 17′ with foils down; s. over 30 k.; cl. *High Point*)

High Point (PCH–1), an hydrofoil patrol craft, was launched 17 August 1962 by J. M. Martinac Shipbuilding Corp., Tacoma, Wash., in conjunction with Boeing Co., Seattle; sponsored by Mrs. William H. Allen; and placed in service 15 August 1963, Lt. H. G. Billerbeck in charge.

High Point is the first of a series of hydrofoil craft designed to evaluate the performance of this kind of propulsion in the modern Navy. She has three submerged foils containing propulsion nacelles and propellers, and is also capable of riding on her hull like a more conventional ship. On her foils, *High Point* is capable of very high-speed operation, and can add mobility and flexibility to America's antisubmarine forces. The craft carried out tests in Puget Sound during 1963 through 1967.

Highland Light

A former name retained.

(IX–48: l. 68′7″; b. 15′4″; t. 32)

Highland Light (IX–48), an auxiliary cruiser, was built by George Lawley & Son, Neponset, Mass., in 1931, and was given to the Navy by the estate of Dudley A. Wolf of Boston for use at the Naval Academy. The craft was acquired 26 October 1940 and remained in service at the Naval Academy at Annapolis through 1965 until struck from the Navy List 1 April 1965.

Highlands

A county in Florida.

(APA–119: dp. 6,873; l. 455′; b. 62′; dr. 24′; s. 17 k.; cpl. 536; a. 1 5″, 12 40mm.; cl. *Haskell;* T. VC2–S–AP5)

Highlands (APA–119), a "Liberty ship" transport, was launched 8 July 1944 under Maritime Commission contract by California Shipbuilding Co., Wilmington, Calif.; sponsored by Mrs. G. W. D. Dashiell; acquired by the Navy and commissioned 5 October 1944, Captain G. D. Lyon commanding.

The new transport conducted shakedown training out of San Pedro until 30 October. Following a rigorous period of drills, which would serve her well in the months to come, *Highlands* sailed to San Francisco to embark her troops, and got underway 23 November for Hawaii.

Arriving Pearl Harbor 29 November, the ship again turned to amphibious training, in preparation for the epochal Iwo Jima landings, one of the most important steps in the Navy's island campaign that drove relentlessly toward Japan. *Highlands* sailed with her task group 27 January 1945 via Eniwetok for Saipan, where she arrived 11 February. Five days later she sailed for Iwo Jima and commenced unloading on the beaches the morning of 19 February. For the next 6 days the transport unloaded troops and supplies during the day and retired under escort cover each night. Japanese air attacks were heavy during this period, claiming escort carrier *Bismarck Sea* in a kamikaze attack 21 February and damaging several other ships, including *Saratoga*. In addition to her regular duties, *Highlands* received over 150 survivors of *Bismarck Sea* 22 February, as well as casualties from the hard-pressed Marine units ashore.

Highlands departed Iwo Jima 25 February and after debarking casualties at Saipan proceeded to Espiritu Santo, arriving 15 March 1945. There she took on fresh troops for the next major assault of the Pacific War, the invasion of Okinawa, called by Winston Churchill ". . . among the most intense and famous of military history." *Highlands* did not take part in the initial landings, arriving in the Ryukyus 3 April. The transport remained at Kerama Retto until 11 April, when she took part in the early morning assault on Tsugen Jima, a small but key island controlling the approaches to the large bay on Okinawa's east side. As Marines gained control of the island, *Highlands* took casualties on board, and moved directly off Hagushi beaches 12 April to disembark reserve troops. During the 3 days that followed antiaircraft fire and smoke screens helped protect the transport from almost continuous air attack, and after completing her mission *Highlands* sailed for Saipan 16 April.

Arriving Saipan 20 April *Highlands* unloaded casualties and proceeded the next day to Ulithi. She departed 22 May for Guam and then Leyte, arriving in Leyte Gulf 31 May. The transport now busily prepared for the expected amphibious landings on the Japanese mainland, operations which were terminated by the surrender 15 August 1945. *Highlands* had been operating off Panay Island when the surrender came; she sailed 21 August to load occupation troops on Luzon. *Highlands* and other transports of her group entered Tokyo Bay the day of

USS *High Point* (PCH–1)—Notice space between bottom of her hull and surface of the water.

the formal ceremony, 2 September, and landed the 1st Cavalry Division on Japanese soil.

Highlands returned to the Philippine Islands and Okinawa for more occupation troops in September and after the clearing of mines from Japan's inland sea landed troops at Kure 6 October. The veteran ship sailed 11 October for Okinawa and San Diego carrying returnees, arriving in the United States 2 November. She made an additional voyage to Japanese ports 17 November–26 December, returning to San Francisco, and departed 11 January 1946 for the Panama Canal and Norfolk. *Highlands* arrived Hampton Roads 26 January, decommissioned 14 February and was placed in the Maritime Commission's National Defense Reserve Fleet, James River, where she remains.

Highlands received two battle stars for World War II service.

Highway

A British name retained.

(LSD–10: dp. 4,490; l. 457'9"; b. 72'7"; dr. 18'; s. 15 k.; cpl. 290; a. 1 3", 12 40mm., 16 20mm.; cl. *Ashland*)

LSD–10 was laid down by Newport News Shipbuilding & Dry Dock Co., Newport News, Va., 23 November 1942; launched as *Claymore* 19 July 1943; sponsored by Mrs. R. M. Challoner, Jr.; transferred to the United Kingdom under lend lease 19 October 1943; and commissioned as HMS *Highway* the same day. She served in the Royal Navy during the remainder of World War II and was returned to the custody of the U.S. Navy at Norfolk, Va., 23 April 1946. She was sold to Atlas Metals Corp. 17 December 1948.

Hilarity

Boisterous mirth.

(AM–241: dp. 530; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Hilarity (AM–241) was launched 30 July 1944 by Winslow Marine Railway & Shipbuilding Co., Inc., Winslow, Wash.; sponsored by Mrs. L. H. Hirschy; and commissioned 27 November 1944, Lt. J. B. McEvoy in command.

Following her shakedown training off California, *Hilarity* took part in exhaustive minesweeping and antisubmarine exercises to ready herself for participation in the Pacific war. She sailed 10 February 1945 from San Pedro and, after her arrival at Pearl Harbor 7 days later, operated in Hawaiian waters on training exercises. Beginning 12 April the minesweeper took up convoy escort

duties, sailing to Eniwetok, Saipan, and finally to Okinawa, arriving Kerama Retto 30 May 1945.

Joining the massive naval forces taking part in the capture of Okinawa, *Hilarity* served as a picket ship off the bitterly contested island, protecting the transports and landing beaches. She remained at Okinawa until the Japanese surrender, and sailed 30 August to sweep mines around Korea and the Japanese home islands preparatory to the occupation. *Hilarity* operated in the harbors of Jinsen, Korea, and Nagasaki, as well as in the East China Sea during the remainder of 1945. The ship sailed 28 December from Sasebo for the United States, and arrived San Pedro 6 February 1946 via Saipan, Eniwetok, and Pearl Harbor.

Hilarity departed 26 February for New Orleans via the Panama Canal, and decommissioned 26 August 1946 at Consolidated Shipyard, Orange, Tex., and joined the Atlantic Reserve Fleet, remaining there until being sold to Mexico 30 August 1962. Her classification was changed to MSF–241 on 7 February 1955, while in reserve. *Hilarity* now serves Mexico as *DM–02* (D–2).

Hilarity received two battle stars for World War II service.

Hilary P. Jones

Hilary Pollard Jones, born 14 November 1863 in Hanover County, Va., graduated from the Naval Academy in 1884. As a young Ensign he was commended for his bravery and skill in helping to save *Nipsic* from sinking during the great Samoan hurricane of 1889. During the Spanish-American War Jones served in *Dorothea* on patrol duty off Cuba. In the next years he sailed in various ships of the fleet, rising to command *Rhode Island* in 1912. In 1913 he commanded the Washington Navy Yard; and, during World War I he commanded patrol units and later a division of the Transport Force. He received the Distinguished Service Medal for his outstanding service. Following the war Admiral Jones had important commands at sea, culminating in 1922 in the post of Commander in Chief, U.S. Fleet. In 1923 he left this duty to join the General Board. Admiral Jones retired in 1927 but served as naval advisor at the Geneva Disarmament Conference and the London Naval Conference of 1930. A prominent member of the Society of the Cincinnati, Admiral Jones died 1 January 1938.

(DD–427: dp. 1,620; l. 348'; b. 36'1"; dr. 11'9"; s. 33 k.; cpl. 191; a. 5 5", 12 .50 cal. mg., 5 21" tt.; cl. *Benson*)

Hilary P. Jones (DD–427) was launched by the Charleston Navy Yard 14 December 1939; sponsored by Mrs. Hilary P. Jones, widow of Admiral Jones; and commissioned 6 September 1940 at Charleston, Lt. Comdr. S. R. Clark in command.

Following shakedown in the Charleston area and exercises off Newport, *Hilary P. Jones* departed 11 December for duty with the Neutrality Patrol in the Caribbean. She performed escort duties in those waters until 11 March 1941, when she returned to Hampton Roads. Training exercises off New England followed until 28 April, when the destroyer departed New York as a convoy escort. She steamed to Newfoundland, and for the next dangerous months before Pearl Harbor escorted cargo ships and transports in the North Atlantic. During one of these voyages to Iceland, 31 October 1941, *Reuben James*, the first naval vessel to be lost in the war, was torpedoed and sunk. *Hilary P. Jones* rescued 11 survivors of the attack before arriving Reykjavik 3 November.

The destroyer continued the hazardous North Atlantic convoy duty after America's entry into the war, battling both German submarines and the elements to bring sorely needed troops and supplies to the Allies. *Hilary P. Jones* transferred to Mediterranean duty in January 1944 as production of escort vessels and frigates allowed the larger destroyers to be used for other assignments. The destroyer departed with her squadron 16 January 1944 to screen cruiser *Philadelphia* off Anzio. She alternated at the bitterly contested Anzio beachhead with convoy duty between there and Naples until 20 March, often exchanging fire with German shore batteries off Anzio. After a brief respite the ship returned to her gunfire support duties at Anzio during April and early May, occasionally engaging in escort and antisubmarine patrol operations. With three escort vessels the destroyer detected and attacked *U–616* off Algeria May 1944, sending it to the bottom after a lengthy battle 17 May.

During June and July *Hilary P. Jones* acted as escort ship for vital Mediterranean convoys and took part in training for the invasion of southern France. She departed Naples 13 August in convoy with French and British ships for the invasion, arriving 3 days later. The destroyer not only provided gunfire support missions during the assault, but also acted as electronic jamming vessel in the successful attempt to prevent radio-controlled bombs from harassing the area. In the weeks that followed she continued to range up and down the coast in support of the First Airborne Task Force destroying bridges, gun emplacements, railroad facilities and coastal vessels. She was attacked by a German "E-boat" 21 August, but destroyed the craft with gunfire. Neither these deadly boats nor submarine, nor human torpedoes stopped *Hilary P. Jones* from performing her vital missions, and for her outstanding record during this period the ship received the Navy Unit Commendation.

Detached from her coastal support duties 1 October 1944, the destroyer continued convoy duties in the Mediterranean until returning to New York 12 January 1945. Following overhaul and training off Casco Bay, Maine, she sailed with her last transatlantic convoy 26 February–9 April 1945. *Hilary P. Jones* was then designated for Pacific Fleet, and departed New York 24 April for the Canal Zone and Pearl Harbor.

Operating at Pearl Harbor from 18 May 1945, until 2 June, she then sailed for the advance base at Ulithi. Upon her arrival 13 June *Hilary P. Jones* joined the surface patrol forces in the Carolines, making occasional escort voyages to Okinawa, as Navy amphibious units moved ever closer to victory. At Ulithi when Japan surrendered, she steamed 18 August to Okinawa, Subic Bay, and then Tokyo. As an escort unit for 8th Army occupation troops, she entered Tokyo Bay 2 September as the surrender document was being executed on board *Missouri*. Subsequently, she made two more voyages with occupation groups to Japan before ending her long war service and departed for the United States 5 November.

Hilary P. Jones sailed to Charleston via Pearl Harbor and the Panama Canal and decommissioned there 6 February 1947. She was placed in the Charleston Group, Atlantic Reserve Fleet until being loaned to the Republic of China under the Military Assistance Program 26 February 1954. She serves the Nationalist Chinese Navy as *Han Yang* (DD–15).

Hilary P. Jones received four battle stars for World War II service, in addition to her Navy Unit Commendation.

Hilbert

Aviation Ordnanceman Ernest Lenard Hilbert was born 14 June 1920 at Quinn, S.Dak., and enlisted in the Navy 10 April 1940 at Los Angeles, Calif. In November 1940 he was assigned duty with Bombing Squadron 6 and took part in attacks on the Marshall Islands, Wake Island, and Marcus Island. Hilbert was killed during an aerial attack against enemy forces during the Battle of Midway, 4–6 June 1942. By maintaining skillful and continuous fire from his free machine guns, Hilbert enabled his pilot to escape the devastating enemy fighter attacks. While pursuing the same bold and fearless tactics in the second attack, he was shot down. Hilbert was posthumously awarded the Distinguished Flying Cross.

(DE–742: dp. 1,240; l. 306'; b. 36'7"; dr. 11'8"; s. 21 k.; cpl. 216; a. 3 3", 2 40mm., 10 20mm., 3 2" tt., 2 dct., 9 dcp.; cl. *Cannon*)

Hilbert (DE–742) was launched 18 July 1943 by Western Pipe & Steel Co.; sponsored by Mrs. Fern Hilbert Wier, sister of Aviation Ordnanceman Hilbert; and commissioned 4 February 1944, Commander J. W. Golinkin, USNR, in command.

After shakedown out of California *Hilbert* departed San Francisco 13 May 1944 escorting a transport. Arriving Pearl Harbor 20 May, she proceeded to Kwajalein and joined the 5th Fleet. From June through August *Hilbert* screened the fueling group of Admiral R. K. Turner's Northern Attack Force for the capture of Saipan and Tinian. The Marianas were stoutly and bitterly contested, requiring great flexibility and fortitude before our fleet conquered the rugged and well-defended islands.

Hilbert also played a key role in protecting our oilers which fueled Admiral Marc Mitscher's Fast Carrier Task Force engaged in the Battle of the Philippine Sea—one of the most decisive battles of the war.

In October *Hilbert* joined Admiral Halsey's 3d Fleet and screened the logistics group for the Battle of Leyte Gulf. She also participated in supporting actions in the operations against the Philippines, Iwo Jima, Okinawa and the Japanese home islands.

Hilbert, with other units of the 3d Fleet, anchored for the first time in Japanese waters at Sagami Wan 9 September 1945. Departing Tokyo 29 September *Hilbert* sailed to Philadelphia via Los Angeles and the Canal Zone, and thence to Green Cove Springs, Fla., arriving 17 December. She decommissioned 19 June 1946 and joined the Reserve Fleet. In February 1952 *Hilbert* joined the Reserve Fleet at Philadelphia where she now remains.

Hilbert received eight battle stars for World War II service.

Hildegarde

A former name retained.

(SP–1221: dp. 184; l. 136'6"; b. 26'3"; dr. 18'3"; a. none)

Hildegarde, a schooner-rigged yacht, was built by Harlan and Hollingsworth, Wilmington, Del., in 1897. She was leased from her owner, Edward R. Coleman, of Lebanon, Pa., 21 September 1917 at New London, Conn. She was not commissioned, but her first commanding officer was A. L. Thompson, Chief Boatswain's Mate.

Hildegarde was used as a floating barracks at New London, Conn., from January until June 1918, when she was transferred to duty as station ship at the harbor entrance, New London. She continued these and other duties at the 2d Naval District Base at New London until returned to her owner 6 February 1919.

Hill

Edward Hill was born 4 October 1894 in Philadelphia and enlisted in the Navy in 1912. Chief Boatswain Hill was awarded the Medal of Honor for distinguished conduct during the attack on the U.S. Fleet at Pearl Harbor by the Japanese 7 December 1941.

(DE–141: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; sp. 21 k.; cpl. 186; a. 3 3", 2 40mm., 8 20mm., 3 21" tt.; 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Edsall*)

Hill (DE–141) was launched 28 February 1943 by the Consolidated Steel Corp., Orange, Tex., sponsored by Mrs. Edward Hill, widow of Chief Boatswain Hill; and commissioned there 16 August 1943, Lt. Comdr. G. R. Keating in command.

After shakedown out of Bermuda, *Hill* tested new torpedo explosives and engaged in training along the New England coast. Departing Hampton Roads 5 December, *Hill* escorted a convoy to Casablanca via Ponta del Gada, Azores, and returned to the States 18 January 1944. During the next year the destroyer escort made four more transatlantic voyages to the North African coast as Allied forces pushed up the Italian peninsula and began their assault on southern France. On her fourth voyage, *Hill* performed antisubmarine patrol at Bahia, Brazil, and Cape Town, South Africa.

Following operations in the Caribbean February–March 1945, *Hill* proceeded to Argentia, Newfoundland, 3 April to serve as convoy screen and plane guard for escort carrier *Mission Bay*. After repairs at New York she participated in training exercises until sailing for the Caribbean 2 July. Two weeks later *Hill* sailed for the Pacific via the Canal Zone. En route to Hawaii, *Hill* received word of Japanese capitulation and, after putting in at Pearl Harbor sailed for home again. *Hill* reached Green Cove Springs, Fla., via San Pedro, the Panama Canal, and Charleston 27 October 1945. She decommissioned and was placed in reserve there 7 June 1946 where she remains.

Hillsborough County

A county in Florida.

(LST–827: dp. 1,625; l. 328'; b. 50'; dr. 11'; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–511*)

LST–827 was laid down by Missouri Valley Bridge & Iron Co., Evansville, Ind., 13 October 1944; launched 22 November; sponsored by Mrs. Clark H. Woodward; and commissioned 12 December, Lt. R. L. Olander in command.

After shakedown off Florida, *LST–827* loaded smokepots on her tank deck, then departed Mobile, Ala., 17 January 1945. Following brief stops at the Canal Zone and Pearl Harbor, she arrived Eniwetok early in March. Sailing for Guam on the 13th, she unloaded her cargo, and for the next 2 months transported men and equipment between the Marianas and the Philippines.

After embarking Squadron 212, Marine Air Group 14, *LST–827* departed San Pedro Bay, Philippines, 24 May en route to Okinawa. When she arrived 5 days later, American forces were already engaged in a 2-month campaign to push the enemy from its Pacific stronghold. After unloading men and equipment, she steamed to the Philippines for additional reinforcements. For the remainder of World War II, *LST–827* operated in the vicinity of Okinawa and the Philippines, transporting men and supplies for the final drive to the enemy's homeland.

Following the Japanese surrender, the landing ship serviced the occupation forces in the Far East until she sailed for the United States 15 November, arriving San Diego 16 December. Joining LST Squadron 1 there in May 1946, she operated along the West Coast performing fleet maneuvers and tactical training exercises for the next 3 years. *LST–827* decommissioned 7 June 1949 at San Diego and joined the Pacific Reserve Fleet.

Her respite was brief, however, as President Truman met the communist challenge of aggression in Asia by sending U.S. forces to aid the beleaguered South Koreans. Recommissioned 3 November 1950, Lt. S. G. Ruskey in command, *LST–827* departed San Diego 27 January 1951 for the Far East. After a brief stop at Pearl Harbor, she arrived Yokosuka 3 March.

Assigned to the Korean supply run, she carried supplies from Japan to Pusan, Ulsan, and Inchon for the next 4 months. *LST–827* returned to the United States 9 August to operate there until early 1952. Departing San Diego 17 February, she steamed for her second tour in the Western Pacific, touching Pearl Harbor, Marshall Islands, and the Philippines before arriving Yokosuka 26 April. From May to October she shuttled supplies and troops between Japan and Korea to strengthen the Allied forces against the threat of Communism.

Departing Japan 10 October *LST–827* was to perform another historic service to her country by operating with the units assigned to the first hydrogen bomb tests. She returned San Diego 30 November and received major alterations at Mare Island in preparation for her next assignment. From 1953 through 1956 *LST–827* sailed on two WestPac cruises, engaged in amphibious exercises off the West Coast and steamed to the Arctic on three oc-

casions to supply stations on the Dewline radar network.

LST–827 was named *Hillsborough County* 1 July 1955. During 1957 she participated in exercises off the California coast, and on 1 November was placed in commission in reserve.

Hillsborough County decommissioned 28 January 1958. She was then used as a target and sunk in the Gulf of California 15 August 1958.

LST–827 received one battle star for World War II service and three stars for the Korean conflict.

Hillsdale County

A county in Michigan.

(LST–835: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–511*)

LST–835 was laid down by American Bridge Co., Ambridge, Pa., 6 September 1944; launched 25 October 1944; sponsored by Mrs. I. Raphael; and commissioned 20 November, Lt. William H. McHenry in command.

Following shakedown off Florida, *LST–835* loaded ammunition at New Orleans and departed there 28 December. After brief stops on the West Coast and Pearl Harbor, she steamed for the western Pacific, arriving Guam 18 March 1945. For the next 6 weeks she transported troops, trucks, and other equipment from the Marianas to Iwo Jima.

Sailing from Saipan 25 April, *LST–835* carried vital ammunition to Okinawa, where American forces were engaged in a fierce battle for control of this strategic island. For the remainder of World War II, the landing ship shuttled cargo and troops throughout the American staging areas in the Pacific. After V–J Day she operated with the occupation forces in the Philippines and Japan for the next 2 months.

Departing Nagoya, Japan, 8 November, *LST–835* stopped for cargo at Saipan before proceeding to the United States. She arrived San Francisco 8 January 1946, and later that month sailed to Astoria, Oreg., and decommissioned there.

While berthed with the Columbia River Group, Pacific Reserve Fleet, *LST–835* was named *Hillsdale County* 1 July 1955. *Hillsdale County* was struck from the Navy List in October 1959 and sold in April 1961 to Japan to serve as *Shimokita* (LST–4002).

LST–835 received one battle star for World War II service.

Hilo

A city on the island of Hawaii.

(AGP–2; dp. 2,350; l. 278′11″; b. 38′3″; dr. 17′; s. 14 k.; cpl. 116; a. 1 3″)

Hilo (AGP–2), originally yacht *Caroline*, was built in 1931 by Bath Iron Works, Bath, Maine, and was purchased by the Navy as *Moana* from William B. Leeds 28 November 1941. Converted to Navy use at Craig Shipbuilding Co., Long Beach, Calif., she commissioned as *Hilo* (PG–58) 11 June 1942, Lt. Comdr. F. A. Munroe in command.

One of the first ships to be used as a motor torpedo boat tender, *Hilo* departed Long Beach to load supplies at San Diego 19 June and sailed for Pearl Harbor 28 June. The ship arrived Pearl Harbor, 5 July 1942, and was immediately sent to Palmyra Island to tend a torpedo boat squadron there. *Hilo* remained in the vicinity fueling and providing supplies to the boats then under training until returning to Pearl Harbor again 4 October 1942. She was soon underway, however, steaming by way of Palmyra to Canton Island, in the Phoenix Group, where she arrived 29 October. There she took on passengers and proceeded to Funafuti, arriving 2 November.

The ship remained at Funafuti until 25 November, tending torpedo boats and engaging in rescue operations as American forces prepared for the coming assault on the Gilberts and Marshalls. *Hilo* and other units from Funafuti rescued the gallant Rickenbacker party after their 21-day ordeal in rubber boats 12 November. She next sailed for Noumea, New Caledonia, arriving 2 December, and from there escorted four PT boats to Cairns, Queensland, where she moored 11 December. *Hilo* was then sent to set up the first torpedo boat base in New Guinea, at Milne Bay, arriving 17 December. Commencing operations soon after their arrival, *Hilo*'s boats contributed to the hard-fought Buna-Gona campaign in New Guinea as allied forces began their return to the Philippines. The boats fired at Japanese ashore, destroyed barges loaded with men and supplies, and even fought submarines in support of the troops ashore. During this period, 13 January 1943, her designation was changed to AGP–2.

During February 1943 *Hilo* explored the coast for a suitable advance PT boat base, and by the 28th had established one at Kana Kope. The torpedo boats stationed there with *Hilo* soon had a chance to fight, as Japanese efforts to reinforce their Lae and Salamaua garrisons led to the Battle of the Bismarck Sea 2–4 March 1943. The tender remained at Kana Kope until late April, when she began to move up the New Guinea coast to various anchorages. As *Hilo*'s torpedo boats continued to take part in the successful New Guinea campaign, *Hilo* herself underwent many air raids and endured extremes of climate and disease before being relieved 20 October 1943. The tender sailed to Sidney, Australia, arriving 13 November, and sailed again 9 February 1944 for Milne Bay.

Hilo again took up her tending duties in the New Guinea area and was transferred to Talasea, New Britain, 26 March 1944. She remained there until 4 June tending two squadrons of torpedo boats, after which she shifted her operations to Mios Woendi and became a command ship for torpedo boat operations in the 7th Fleet her tender equipment removed. There the ship remained until 6 November 1944.

With the invasion of the Philippines and the epochal events it precipitated then underway, *Hilo* sailed to Leyte Gulf, arriving 12 November. During the next months the ships in the Gulf were under almost constant air attack. *Hilo* was nearly hit 26 November as suicide planes attacked San Juanico Straits, but the suicide plane crashed some 250 yards ahead of the tender. *Hilo*'s gunners scored several kills during this period. Commander, Motor Torpedo Boat Squadrons, 7th Fleet, shifted to *Cyrene* 16 January, and for the next 9 months *Hilo* was occupied with passenger voyages to various islands, including Mios Woendi and the Palaus. She departed Samar Island 26 October 1945 for the United States via Eniwetok and Pearl Harbor, She arrived 1 December 1945, decommissioned 3 March 1946 and was sold by the War Shipping Administration to Pillsbury & Martingnoni, San Francisco, Calif.

Hilo received four battle stars for service in World War II.

Hilton

Former name retained.

(Str: d. 6,600; l. 313′6″; b. 46′; dr. 20′8″; s. 9 k.; cpl. 65)

Hilton (No. 1574) was built by the Newport News Shipbuilding & Drydock Co. in 1911 and chartered from A. H. Bull Steamship Co., New York, by the Army in September 1917. A year later she was acquired by the Navy, and commissioned at Cardiff, Wales, on 6 November 1918, Lt. Comdr. Walter L. Farnsworth in command.

Out of Cardiff, *Hilton* delivered two cargos in France—to Bordeaux early in December and St. Nazaire in January. She returned to Cardiff and went on to Southampton to load, sailing for home 6 March.

Hilton arrived Hampton Roads 27 March and decommissioned there 16 April 1919, being redelivered to her owners.

Hilton Head

An island along the lower coast of South Carolina where the Spanish explorer Lucas Vasquez de Ayllon landed in 1525.

Hilton Head (LSD–24) was renamed *Point Defiance* (*q.v.*) 30 December 1944, prior to the start of construction.

Hingham

A city in Massachusetts.

(PF–30: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3", 2 dct., 1 dep. (h.h.), 8 dcp.; cl. *Tacoma*)

Hingham (PF–30), originally designated PG–138, was launched under Maritime Commission contract by Walter Butler Shipbuilders, Inc. 27 August 1943; sponsored by Mrs. Katherine F. Harrington; and commissioned 3 November 1944 after outfitting at Plaquemine, La. Her first commanding officer was Lt. Comdr. W. K. Earle, USCG.

Following shakedown training out of Bermuda, *Hingham* finished conversion to a weather ship at Boston and after escorting a merchant ship from Argentia to Boston reported 3 January 1945 to the North Atlantic Weather Patrol. The ship then took up the arduous duties of weather patrol in the North Atlantic during winter, performing the task of reporting so vital to convoying and warship movements alike. She remained on station after the close of the war, returning to Boston 4 May 1946. *Hingham* then sailed to Charleston, where she decommissioned 5 June 1946. The frigate was sold 15 August 1947 to Sun Shipbuilding & Dry Dock Co., Chester, Pa., and scrapped.

Hinsdale

Named for Hinsdale County, Colorado.

(APA–120: d. 6,873 light; l. 455'; b. 62'; dr. 24'; sp. 17.7 k.; cpl. 509; a. 1 5"; cl. *Haskell*)

Hinsdale (APA–120), ex-*MCV Hull-30*, was launched by the California Shipbuilding Corp., Wilmington, Calif., 22 July 1944; sponsored by Mrs. M. E. Harper; and commissioned 15 October 1944, Comdr. Edward Flood Beyer, USNR, in command.

After shakedown in the San Diego-San Pedro area, the new attack transport sailed for the Pacific, reaching Pearl Harbor 12 December with 175 passengers. The war in the Pacific was steadily advancing across the ocean toward the Japanese home islands, and on 27 December 1944 *Hinsdale* embarked some 1,200 marines for the Iwo Jima invasion, a prelude to the invasion of Japan herself. Acting as flagship for Transport Division 44, she spent nearly a month of intensive practice-landings in preparation for the assault. *Hinsdale* sailed from Hawaii 27 January 1945, pausing at Saipan to join a huge transport flotilla, and arrived off Iwo Jima's rockbound heights at dawn on D-day, February 19.

Hinsdale's leatherneck passengers swarmed ashore with the first wave of the invasion forces, and she remained in the Iwo Jima area over a week embarking and disembarking troops and valuable cargo. Some of her most important work was as an auxiliary hospital ship, caring for the seriously wounded. Disembarking troops, offloading cargo, and tending the injured all took place under continuous mortar and artillery fire from well-entrenched Japanese shore batteries, but *Hinsdale* had only one close call. On the morning of 25 February, a projectile burst close aboard the transport, killing a Marine captain standing on deck and wounding several others. On 27 February, *Hinsdale* sailed from Iwo Jima, stopping at Saipan for fuel, and reached Guam 3 March to disembark 166 casualties.

The Pacific war neared its climax. *Hinsdale* had only a brief rest at Guam before returning to Saipan 9 March to embark troops for the upcoming invasion of Okinawa, the largest amphibious operation of the Pacific war. With nearly 1,500 combat-bound marines and sailors on board, she again spent long hours in practice for the landings. On 27 March 1945 *Hinsdale* left Saipan to take her place in the Joint Expeditionary Force–1,213 ships loaded with over a half million troops, headed for Okinawa.

Sunday 1 April 1945, D-day for Okinawa, was very nearly *Hinsdale's* last day in the Pacific. As she steamed toward the transport area through the pre-dawn blackness, marines already on deck and ready to disembark, *Hinsdale's* lookouts spotted an enemy plane skimming low over the water. With only a few seconds warning, *Hinsdale* could not evade the kamikaze; at 0600 the suicide plane crashed into her port side just above the water line and ripped into the engine room. Three explosions rocked the troop-laden transport as the kamikaze's bombs exploded deep inside her and tore the engine room apart—only one member of the watch survived death by scalding steam from the exploding boilers.

Power failed immediately—lights and internal communication, so vital to damage control parties, were gone. *Hinsdale* came to a dead stop in the water, with three gaping holes in her port side. Marines on deck who had been ready to disembark were hastily shifted to the starboard rails to counteract a serious list to port. Below decks *Hinsdale's* crew were groping through the smoke-filled darkness to fight fires started by the kamikaze and to jury-rig patches. Fifteen men were dead; 40 missing or wounded. Despite the injury *Hinsdale* carried out her job to put the marines ashore.

Limited power was finally restored through an auxiliary diesel; the dangerous list to port of 13 degrees corrected; the ship taken in tow by *ATR–80* at an agonizing 5 knots, for Kerama Retto, some 20 miles away. Emergency repair work began immediately amidst continued kamikaze attacks; *Hinsdale* exacted some revenge by assisting in the kill of at least two of the suicide craft. Her cargo, mainly equipment and stores needed by the Marines was shifted to *Pitt* (APA–223), and then *Hinsdale* was pressed into service as a receiving ship for survivors of other kamikaze victims.

On 14 April she departed Kerama Rotta, towed by *Leo* (AKA–6) in a convoy of LST's. Sailing slowly the convoy reached Ulithi 23 April; there *Hinsdale*, after a month of intensive work by repair ship *Vulcan*, was ready for sea, and on 20 May sailed for the States.

Hinsdale put into the Brooklyn Navy Yard 2 July 1945 for a complete overhaul. While she was there undergoing repairs, the Japanese surrendered, but *Hinsdale* was destined to make one last Pacific voyage. Departing 21 November, to participate in operation "Magic Carpet," the return of Pacific veterans, she sailed via Pearl Harbor to Sasebo and Nagasaki, embarked over a thousand troops and reached San Francisco 24 January 1946. Thence she sailed to Norfolk Navy Yard arriving 20 February, was decommissioned 8 April 1946, returned to the Maritime Commission for disposal 12 April, and her name stricken from the Navy Register 1 May 1946. *Hinsdale* was subsequently placed in the National Defense Reserve Fleet and is berthed in the James River near Norfolk.

Hinsdale received two battle stars for World War II service.

Hinton, John B., see *John B. Hinton* (*No. 485*)

Hippocampus

A former name retained.

(SP–654; dp. 23; l. 55'; b. 11'4"; dr. 2'6"; s. 11 k.; a. 1 1-pdr.)

Hippocampus, a gasoline-powered yacht, was built by New York Yacht, Launch, & Engine Co. in 1912 and was

leased by the Navy from her owner, James F. Porter, of Chicago, Ill., 21 June 1917. She commissioned 25 June at Rockland, Maine, Chief Boatswain Mate F. L. Greene in command.

Assigned to the 1st Naval District, *Hippocampus* served as a harbor patrol craft at the harbor entrance, Rockland, Maine, and in Penobscot Bay during World War I. She decommissioned 30 November 1918 and was returned to her owner 5 April 1919.

Hisada

A clan or subdivision of the Ponca Indian tribe.

(YTB–518: dp. 325; l. 100′; b. 25′; dr. 9′7″)

Hisada (YTB–518), a diesel-powered tug, was launched by Gibbs Gas Engine Co., Jacksonville, Fla., 6 April 1945; sponsored by Lt. (j.g.) Sarah Davis; and placed in service 2 August 1945.

Hisada served as a tug with the Pacific Fleet until being placed in reserve in the 14th Naval District 28 July 1947. In November 1947 she was brought out of reserve and assigned to Service Squadron 3 in the Far East, where she helped keep America's naval forces in that critical area at peak efficiency. In 1950 she was assigned to Yokosuka Naval Base, Japan, where she continues to perform harbor duties into 1967. *Hisada* was reclassified YTM–518 on 1 February 1962.

Hisko

(Str: d. 14,995; l. 401′; b. 54′3″; dph. 32′9″; dr. 26′; s. 10 k.; cpl 53)

Hisko, a tanker (#1953), was built by the Chester Ship Building Co., Chester, Pa., and launched 15 October 1917. Acquired by the Navy from the U.S. Shipping Board, she commissioned 6 December 1917 at Philadelphia, Lt. Comdr. Louis E. Congdon in command.

After two short runs from New York to Hampton Roads, *Hisko* sailed for England on 26 January 1918, arriving in Plymouth, through severe winter storms on 12 February. She returned to New York on 8 March. In the following year and a half, the tanker made 11 similar voyages carrying fuel oil to American ships in such scattered points as Devonport, Brest, the Canal Zone, Ponta Delgada, Glasgow, and Newfoundland. *Hisko* took on oil at New York for most of this period, although she did make three trips to the Gulf of Mexico to load fuel at Port Arthur, Tex., and Baton Rouge, La. Several ships in her convoys, including a French cruiser, were torpedoed by German U-boats, but *Hisko* escaped unscathed with her valuable cargo.

Hisko returned to New York from her final overseas trip on 28 September 1919. She decommissioned there 1 October 1919 and was returned to the U.S. Shipping Board.

Hissem

Joseph Metcalf Hissem was born 31 December 1917 in Mt. Carroll, Ill., and enlisted in the Naval Reserve 9 January 1941. Following flight training he was appointed Ensign 30 August 1941. Though he was assigned to a patrol squadron in Hawaii, Ensign Hissem volunteered for temporary duty with Torpedo Squadron 8. Thus he found himself at a turning point in history, the Battle of Midway, 4–5 June 1942. In the first attack in the pivotal battle between carrier fleets, Hissem and his squadron took off from *Hornet*, and without fighter protection pressed home an attack on the Japanese carriers. Enduring a withering fire the aircraft maintained the offensive until all were shot down. Although no ships were sunk in the gallant attack, they diverted air cover and forced a re-arming of Japanese planes which brought victory for the U.S. fleet. Ensign Hissem was posthumously awarded the Navy Cross and the Purple Heart for his heroism.

(DE–400: dp. 1,200; l. 306′; b. 36′7″; dr. 8′7″; s. 21 k.; cpl. 186; a. 3 3″, 2 40mm., 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21″ tt.; cl. *Edsall*)

Hissem (DE–400) was launched by Brown Shipbuilding Co., Houston, Tex., 26 December 1943; sponsored by Miss Elizabeth D. Hissem, sister of Ensign Hissem; and commissioned 13 January 1944, Lt. Comdr. W. W. Low in command.

Following a shakedown cruise to Bermuda, *Hissem* steamed via Charleston to New York, where she arrived 20 March 1944. Her first combat duty was as an escort ship with convoy UGS–37, carrying vitally needed troops and supplies to the Mediterranean. The convoy departed Norfolk 23 March and entered the Mediterranean without attack. Then near Algiers the night of 11–12 April the Luftwaffe attacked. About 35 bombers and torpedo planes struck in a coordinated attack, and were repulsed by accurate gunnery and evasive chemical smoke. *Hissem*'s gun crews splashed one torpedo plane and damaged another, as the escorts prevented damage to the huge convoy of transports. The only ship struck was escort ship *Holder*, torpedoed but able to make port. The new German tactics for stopping Mediterranean convoys were beaten by training and accurate gunnery.

Subsequently, *Hissem* performed regular escort duty across the Atlantic interspersed with anti-submarine and anti-aircraft training on the East Coast of the United States. The versatile ship even transported over 500 paratroopers in March 1945, taking them on board in the Azores, transferring them to SS *Althone Castle*, and escorting the ship through submarine waters to Liverpool. Braving both the Germans and the heavy weather of the North Atlantic. *Hissem* made a total of seven convoy voyages from June 1944 until she returned to New York 28 May 1945.

With the war in Europe over, the destroyer escort prepared to join the Pacific Fleet in dealing the death blows to the Japanese Empire. She sailed 20 June from New York and after operations in the Caribbean arrived Pearl Harbor 26 July 1945. *Hissem* remained at Hawaii until after the surrender of Japan, and steamed 30 August for Eniwetok and Ulithi. The ship then continued to Japan, arriving Tokyo 7 October 1945 to assist occupation operations. Sailing to Guam 29 October, the versatile ship transported occupation troops to nearby islands, acted as air-sea rescue ship, and steamed as a weather ship through the western Pacific.

Hissem sailed for the United States 9 January 1946. Arriving San Pedro 25 January, she got underway 2 days later for the Panama Canal and Philadelphia, where she arrived 11 February. After repairs the ship steamed to Green Cove Springs, Fla., 23 March and decommissioned 15 June 1946.

Hissem was brought out of reserve in 1955 and converted for use as a radar picket ship at Boston Navy Yard. Equipped with the latest electronic detection devices, she recommissioned at Boston 31 August 1956. After shakedown the ship joined the Atlantic Barrier, cruising as a sea extension of the DEW line to strengthen the northern defenses of Canada and the United States. In the years that followed, first out of Boston and later Newport, *Hissem* alternated 1 month of lonely picket duty with a month of in-port or training time, often experiencing the characteristic heavy weather of the North Atlantic. In 1959 and 1962 she made visits to Northern European and Mediterranean ports.

Hissem saw varied duty in 1963. After two tours of picket duty she acted as command ship during the search for lost submarine *Thresher* 16–21 April. A month as school ship for sonar training at Key West was followed by two more days of duty on *Thresher* search operations 27–28 June. Taking up new duties, *Hissem* sailed 12 August for New Zealand and Operation Deepfreeze, the Navy's continuing effort at exploration and scientific work in Antarctica. The radar picket ship operated between the continent and New Zealand as a navigational beacon and rescue ship for flights to and from the Navy's air

facility at McMurdo Sound. Overlooking the air base a memorial cross in memory of Captain Robert F. Scott, RN, is inscribed with words by Tennyson which exemplify not only his fighting spirit, but that of *Hissem* and the Navy as well: "To strive, to seek, to find, and not to yield."

Hissem remained a member of Operation "Deep Freeze" from 19 September to 28 February 1964. She then returned to the Atlantic Fleet by way of the Mediterranean, arriving 15 May. Early in 1965 *Hissem* was transferred to the Pacific Fleet in order to meet the growing threat to world peace by Communist aggression. After a 5-month training period at Pearl Harbor, she sailed for Vietnam 2 September. From January 1966 to March *Hissem* was a member of TF–115 operating in the Tonkin Gulf to prevent the infiltration of supplies to the insurgent Viet Cong. On 8 March *Hissem* sailed for Pearl Harbor, where she underwent repairs and training. Once again ordered to Vietnam, *Hissem* left Hawaii 2 September and arrived Subic Bay 23 September. She resumed her previous duties of protecting Vietnam from Communist aggression and operated off Southeast Asia into 1967.

Hissem received one battle star for World War II service.

Hist

(ScrStr: l. 174′; b. 23′; dr. 9′10″; a. 1 3-pdr., 4 1-pdr.; cpl. 56)

Hist, formerly *Thespia*, was built in 1895. She was purchased at Norfolk from David Dows, Jr., on 22 April 1898 for use in the Spanish-American War. *Hist* commissioned 13 May at New York, Lt. Lucien Young in command.

Arriving at Guantanamo via Charleston 25 June, *Hist* joined the blockading fleet off Santiago on the 29th. The following day was a memorable one. That morning, in company with *Hornet*, *Hist* captured the Spanish schooner *Nickerson*. Their prize in tow, the two ships were joined by *Wompatuck* and the column headed for Manzanillo Bay. On their way, they engaged a Spanish gunboat, which they sank, and were fired on by shore troops at Niguero. Reaching Manzanillo, the intrepid flotilla took on an enemy torpedo boat, four gunboats, four pontoons, a battery of field artillery, enemy troops firing from the shore, and a Spanish-held fort. When the smoke and fire lifted after an hour and 40 minutes of sharp fighting, *Hornet* had been disabled but towed to safety by *Wompatuck*, *Hist* had been hit 11 times; the Spanish had received the worst of the battle, losing a gunboat, a pontoon, and a sloop loaded with troops as well as suffering serious damage to the gun and torpedo boats. No American casualties resulted.

Hist returned to Manzanillo Bay twice more during the war, 15 July and 12 August. In the first of these return engagements, 10 Spanish ships were sent to the bottom and many others seriously damaged. For her part in this action *Hist* received commendation from General S. H. Rios, commanding the Cuban troops rebelling against Spanish rule. The second engagement at Manzanillo Bay was no less successful.

On 3 July *Hist* followed up her early success by joining the fleet in battle off Santiago as the Spanish attempted to break the blockade. Under constant enemy fire, *Hist* rescued 142 Spanish sailors from their disabled and burning ship, *Viscaya*. Eight days after this engagement, she and *Wompatuck* cut the important cable connecting Media Luna and Quizaro Islands. *Hist* also cut the cable between Punta Carapacho and Cayo Obispo 21 July, the day after she had participated effectively in the bombardment of Santa Cruz. When not in combat, *Hist* patrolled the Cuban coast, searching ships, and also served as a dispatch boat between the blockading fleet at Santiago and Guantanamo.

With the end of the war *Hist* headed north, reaching Key West 22 January 1899 and decommissioning there two weeks later, 2 February 1899. While out of commission, *Hist* traveled up the coast to Newport, R.I., where she recommissioned 18 July 1902, Lt. Victor Blue commanding. *Hist* sailed to the Caribbean 16 November 1902 and served there as a patrol and dispatch ship, returning to Newport 4 February 1903. On 4 March she was assigned duty with new submarines being tested in Long Island Sound. After this, on 27 June *Hist* was attached to the First Naval District as a tender, continuing to operate out of Newport. On 28 September 1905 she was assigned to the Training Station at Newport as tender to the famed frigate *Constellation* and remained on this duty until decommissioning 3 May 1907.

Hist recommissioned 16 October 1907 at Newport, Lt. C. E. Courtney commanding, and became tender to the 2d Submarine Division. On 6 October 1908, she was assigned to the Cape Cruz-Casilda surveying expedition under Comdr. Armistead Rust. Returning to the Caribbean once more, *Hist* served the expedition as a supply and dispatch vessel for almost 3 years. Putting in at Portsmouth, Virginia, 18 May 1911, she decommissioned there 24 July. *Hist* was stricken from the Navy Register 27 July 1911 and sold 20 November of that year.

Hitchiti

A tribe of Creek Indians who lived in Florida and Georgia. The word "hitchiti" means "to look up the stream."

(ATF–103: dp. 1,240; l. 205′; b. 38′6″; dr. 15′4″; s. 16 k.; cpl. 85; a. 1 3″, 2 40mm.; cl. *Cherokee*)

Hitchiti (ATF–103) was launched 29 January 1944 by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; sponsored by Mrs. Olin D. Johnston, wife of then-Governor Johnston; and commissioned 27 May 1944, Lt. H. A. Guthrie in command.

After shakedown in the Chesapeake Bay area, the fleet tug sailed for the Pacific, reaching Pearl Harbor with four tows 26 August 1944. *Hitchiti* was engaged in towing operations at Eniwetok and Ulithi until October, when she joined the support unit off the Philippine Islands during the momentous Battle of Leyte Gulf. She returned to Ulithi for further towing operations until 29 December when she joined the 3d Fleet for the seizure of Luzon. *Hitchiti* also took part in towing and rescue operations during the hard-fought Iwo Jima and Okinawa campaigns as the Pacific war drew near to the Japanese home islands in the spring of 1945. Work off Okinawa alternated with operations in the Philippines that summer, and as the war ended *Hitchiti* remained in the Pacific for salvage and towing operations. In 1946 she performed harbor duty in Japanese waters as well as at various Pacific island bases, returning to the United States in September for overhaul at Bremerton. After further harbor work at Pearl Harbor and Kwajalein, *Hitchiti* reached San Francisco 26 December 1947 and decommissioned there 30 April 1948.

Recommissioned at Alameda, Calif., 3 January 1951, *Hitchiti* joined the fleet in Japanese waters 21 April to participate in operations off the Korean coast. Escort duties alternated with salvage operations along the war-torn peninsula until she returned to Pearl Harbor 5 February 1952. *Hitchiti* participated in towing and salvage work at Pearl Harbor and along the California coast until sailing for Alaskan waters 23 March 1954. Her 7 month tour in the north was followed by further duty in Hawaii and off the West Coast until she returned for a brief tour in September 1955. *Hitchiti* sailed for Sasebo, Japan, 22 May 1956 to begin her first Western Pacific cruise. This and six subsequent cruises took her to Hong Kong, Guam, Okinawa, and the Philippines for towing and salvage as well as tactical training.

Hitchiti's Western Pacific deployments, interspersed with duty at Pearl Harbor and off the California coast, were varied by visits to Mexico in 1959 and 1961 as well as a third cruise to Alaskan waters 21 October 1960–14 Janu-

ary 1961. From 19 September to 14 November 1962 the veteran fleet tug participated in U.S. nuclear testing at Johnston Island in the Pacific. All of 1963 was spent serving the fleet in Hawaiian waters. On 26 October *Hitchiti* freed *Hai Fu* off Honolulu after the Chinese merchant ship had grounded.

Hitchiti joined the 7th Fleet on 18 May 1964 and operated off Vietnam. She once again returned to Pearl Harbor 7 October for a brief refitting. From 25 January 1965 to 23 March, *Hitchiti* made a birdlife study on South Pacific islands for the Smithsonian Institute. She once again joined the 7th Fleet off Vietnam 25 October and operated in the war zone until 12 April 1966. *Hitchiti* arrived back at Pearl Harbor 27 April having 9,000 miles of towing and four salvage operations to her credit during the deployment. She then operated in Hawaiian waters into 1967.

Hitchiti received one battle star for World War II service.

Hitide, see *YP–483*

Hiwal, see *YP–355*

Hiwassee

A river in North Carolina.

(AOG–29: dp. 845; l. 220'6''; b. 37'; dr. 13'11''; s. 10 k.; cpl. 62; a. 1 3'', 2 40mm., 3 20mm.; cl. *Mettawee*)

Hiwassee (AOG–29), a motor gasoline tanker, was launched 30 August 1944 under Maritime Commission contract by East Coast Shipyard, Inc., Bayonne, N.J.; sponsored by Miss Harriet Savage; acquired 17 October 1944 and commissioned 24 October 1944, Lieutenant R. Rawcliffe, USCG, in command.

Following shakedown training *Hiwassee* sailed through the Panama Canal to join the giant Pacific Fleet for the final phases of its island campaign, carrying her precious aviation gasoline and lubricating oil. She arrived Ulithi 1 April 1945, the day of the landings on Okinawa, and departed 24 April for that important island. Arriving 1 May, the ship began shuttling gasoline ashore, protected from the numerous air attacks by smoke screen. She remained off Okinawa after it was secured and until decommissioning 20 February 1946. *Hiwassee* was turned over to the Army at Okinawa for use there, but was repossessed by the Navy at Subic Bay, Philippines 25 March 1947. The tanker was subsequently sold to Luzon Stevedoring Co.

Hiwassee received one battle star for World War II service.

Hiyu, see *YAG–34*

Hobart Bay

A bay along the coast of Alaska.

Hobart Bay (CVE–113) was laid down 12 May 1944 by Todd-Pacific Shipyards, Inc., Tacoma, Wash., and was renamed *Puget Sound* (*q.v.*) 5 June 1944.

Hobby

James H. Hobby was born 27 April 1835, at New Boston, Hillsborough County, N.H. Appointed 3d Assistant Engineer 1848, he resigned 21 June 1855 but was reappointed 2d Assistant Engineer 4 June 1861 and served with distinction throughout the Civil War. As 1st Assistant Engineer of *Sassacus*, Hobby participated in an engagement with the Confederate ships *Bombshell* and *Albemarle* in Albemarle Sound 5 May 1864. Although fearfully scalded when a shot from *Albemarle* cut *Sassacus*'s steam pipes, Engineer Hobby remained at his post to control the engines, thus enabling the vessel to retire successfully from the action and preventing an explosion. When *Sassacus* was out of danger, the badly-wounded engineer was carried to the deck for medical attention. For his heroism Hobby was promoted 30 numbers in grade. He was placed on the retired list 19 October 1870 and died 17 November 1882.

(DD–610: dp. 1,620; l. 348'4''; b. 36'1''; dr. 17'4''; s. 38 k.; cpl. 259; a. 4 5'', 4 20mm., 5 21'' tt.; cl. *Benson*)

Hobby (DD–610) was launched 4 June 1942 by the Bethlehem Steel Co., San Francisco; sponsored by Mrs. Walter Davis, whose four sons were on active duty with the Navy; and commissioned 18 November 1942, Lt. Comdr. Ernest Blake in command.

After shakedown off the West Coast, *Hobby* proceeded to New York City 12 February 1943, to begin transatlantic convoy duty between there and Casablanca. In five voyages to the Mediterranean that year, *Hobby* developed several U-boat contacts and was credited with inflicting severe damage on one marauder 9 May. She sailed from Norfolk 2 January 1944 for the Pacific, where she remained in the New Guinea area until 22 August providing fire support and ASW screen for various invasions in the Admiralty and Schouten Islands. Sailing north in the fall, *Hobby* provided fire support for Peleliu and Ngesebus island invasions and then remained on screening duty through November. Despite frequent contacts with Japanese aircraft, she emerged untouched.

On 10 December *Hobby* sortied with the fast carriers of Task Force 38 for strikes on the important Philippines target of Luzon. She remained with the carriers through further strikes on the Philippines, Formosa, and the China coast into 1945, as U.S. naval power pushed closer to Japan. On 16 February *Hobby* joined Admiral M. A. Mitscher's fast carriers of the 5th Fleet as they carried out the first air strikes against Tokyo since the Halsey-Doolittle raid of April 1942. In addition to screening tankers for the carrier force, she operated off Iwo Jima and later off Okinawa as part of the valuable tankers ASW screen. Detached from Pacific duty at the end of June, *Hobby* arrived Seattle 17 July 1945 for overhaul. News of the Japanese capitulation reached her while she was in drydock.

Hobby sailed to New York 6 October to participate in Navy Day ceremonies, during which she hosted foreign naval attachés and congressmen during the Presidential Review of the victorious fleet. Proceeding to Charleston 1 November 1945, *Hobby* decommissioned there and went into reserve 1 February 1946. *Hobby* was transferred in January 1947 to Orange, Tex., where she remains.

For her participation in the major campaigns of World War II, *Hobby* was awarded 10 battle stars.

Hobby, William M., see *William M. Hobby* (DE–236)

Hobcaw

A former name retained.

(SP–252: dp. 19; l. 52'6''; b. 12'6''; dr. 2'6''; s. 8 k.; a. 1 1-pdr.)

Hobcaw, a motor boat, was built by L. B. Newman of Long Branch, N.Y., in 1907, and acquired by the Navy from her owner, B. M. Baruche of New York City, 27 August 1917. She commissioned 10 September 1917 at Georgetown, S.C., Ens. B. T. Daggett in command.

Assigned to the 6th Naval District, *Hobcaw* performed harbor patrol in Winyah Bay, S. C., based at Charleston, until transferred to Paris Island, S.C. Arriving at the Marine Base 1 August 1918, *Hobcaw* acted as a towing boat and carried passengers until entering the Charleston Navy Yard for repairs 19 September 1918. *Hobcaw* was returned to her owner 18 November 1918.

Hobe Sound

A sound off the coast of Florida.

Hobe Sound (AV–20), a *Tangier*-class seaplane tender, was to be built at Newport News Shipbuilding & Dry Dock, Newport News, Va., but was cancelled 28 October 1944. Her appropriations were used to build *Bryce Canyon* (AD–36) at Charleston, S.C.

Hobo II

A former name retained.

(SP–783: dp. 24; l. 75′; b. 10′; dr. 4′; s. 14 k.;)

Hobo II, a motor boat, was built by Elco Co.,Bayonne, N.J., in 1905, and was acquired from her owner, J. S. Melcher of New York City, 23 June 1917. She commissioned at Boston, Mass., 24 August 1917, Boatswain G. R. Hadlock in command.

Hobo II was assigned to the 1st Naval District as a patrol craft, operating out of Bar Harbor, Maine, on harbor patrol. She was transferred to Boston, Mass., 21 January 1918, and performed dispatch and general patrol duties until being returned to her owner 17 February 1919.

Hobson

Richmond Pearson Hobson was born 17 August 1870 in Greensboro, Ala., and graduated from the Naval Academy in 1889. After duty in *Chicago* he underwent additional training and was appointed Assistant Naval Constructor in 1891. Hobson then served at various Navy Yards and facilities, including a tour of duty as instructor at the Naval Academy. In the early days of Spanish-American War, he was with Sampson in *New York*, and arrived off Santiago 1 June 1898. In order to bottle up Cervera's squadron Hobson took temporary command of collier *Merrimac*, which he would attempt to sink as an obstruction in the channel. The gallant attempt was made early 3 June under heavy Spanish fire, which disabled the steering gear of the collier. Hobson did sink *Merrimac*, but was unable to place her in the shallowest part of the channel. With his intrepid crew of six, he was picked up by Admiral Cervera himself, and treated quite chivalrously for his gallant expedition. Hobson was advanced 10 numbers in grade after the war and later, in 1933, awarded the Medal of Honor for his heroic attempt to block the channel. After the Spanish-American War he worked on the repairing and refitting of captured Spanish cruisers at Cavite and at various shore stations of the Navy. Resigning in 1903, Hobson remained a staunch supporter of the Navy and during his subsequent career as a Congressman from Alabama, 1905-15, was a firm advocate of naval expansion. In 1934, by special act of Congress, he was advanced to Naval Constructor with a rank of Rear Admiral, and placed on the retired list. Rear Admiral Hobson died 16 March 1937 in New York City.

(DD–464: dp. 1630; l. 348′1″; b. 36′1″; dr. 15′8″; s. 38 k.; cpl. 208; a. 4 5″, 4 1.1″, 5 21″ tt., 5 dcp., 2 dct.; cl. *Bristol*)

Hobson (DD–464) was launched by Charleston Navy Yard, Charleston, S.C., 8 September 1941; sponsored by Mrs. R. P. Hobson, widow of Rear Admiral Hobson; and commissioned 22 January 1942, Comdr. R. N. McFarlane in command.

Following extensive shakedown and training operations in Casco Bay, Maine, the new destroyer joined veteran carrier *Ranger* at Norfolk and sailed 1 July to escort her to Africa. Carrying a vital cargo of 72 P–40 aircraft, *Ranger* arrived safely via Trinidad, unloaded the planes and returned with *Hobson* 5 August 1942. The destroyer then conducted training exercises off Newport and Norfolk until 3 October, when she departed Norfolk for Bermuda on escort duty.

As the Allies prepared to land in North Africa in a bold amphibious assault across the Atlantic, *Hobson* joined the Center Attack Group. Her main job was to screen and to protect *Ranger* while the carrier's mobile air power supported the assault. Departing 25 October from Bermuda, *Hobson*'s group arrived off Fedhala 8 November and as the landings proceeded provided the indispensable air support. *Ranger*'s planes hit shore batteries, immobile French battleship *Jean Bart*, and later helped turn back the attack by French ships on the transport area. *Hobson* screened *Ranger* until she sailed 11 November for Norfolk leaving the Allies fully in command of the assault area.

Upon her return to Norfolk 27 November 1942, the destroyer took part in exercises in Casco Bay, later steaming with a convoy to the Canal Zone in December. The ship again joined *Ranger* in early 1943 and the antisubmarine patrol group sailed 8 January to patrol the western Atlantic. Groups such as *Ranger*'s did much to protect Allied shipping in the Atlantic from U-boats and contributed mightily to the eventual victory in Europe. Typical of *Hobson*'s versatile performance was her rescue of a group of survivors from SS *St. Margaret* off Bermuda 2 March 1943.

In April *Hobson* and *Ranger* arrived Argentia and began operations out of that base. The ships provided air cover for convoys and antisubmarine patrol, and in July 1943 had the honor of convoying HMS *Queen Mary*, carrying Prime Minister Churchill to the Quebec Conference. The veteran destroyer arrived Boston 27 July to prepare for new duties.

Hobson sailed with *Ranger* and other ships 5 August to join the British Home Fleet at Scapa Flow. Arriving 19 August, she operated under Royal Navy orders in northern waters, helping to provide cover for vital supply convoys to Russia. While at Scapa Flow 21 September, she was inspected by Secretary of the Navy Knox and Admiral Stark. *Hobson* accompanied *Ranger* on a daring raid 2–4 October 1943, as carrier aircraft staged a devastating attack on German shipping at Bodo, Norway. Following this operation the destroyer continued to operate with Home Fleet. She screened HMS *Formidable* during flight operations in November and after two convoy voyages to Iceland returned to Boston and U.S. control 3 December 1943.

During the first 2 months of 1944, *Hobson* trained in Chesapeake Bay and operated with carriers between the East Coast and Bermuda. She joined escort carrier *Bogue* and other escorts at Norfolk, departing 26 February. These hunter-killer groups played a major part in driving German U-boats from the sea lanes, and this cruise was no exception. After patrolling for over 2 weeks, the destroyers spotted an oil slick, made sonar contact, and commenced depth charge attacks on the afternoon of 13 March. Weather-reporting submarine *U–575* was severely damaged and was forced to surface, after which gunfire from *Hobson* and the other ships sank her. After further antisubmarine sweeps as far east as the Azores, *Hobson* returned to Boston 2 April.

For some time the Allies had been building up tremendous strength in England for the eventual invasion of France, and the destroyer sailed 21 April 1944 to join the vast armada which would transport and protect the soldiers. She spent a month on patrol off Northern Ireland, arriving Plymouth 21 May for final preparations for the invasion. Assigned to Rear Admiral Moon's Utah Beach Assault Group, *Hobson* arrived off Normandy with other ships of the bombardment group at 0140 6 June, and blazed away at German shore batteries. During the early hours *Corry* struck a mine and sank, after which *Hobson* and *Fitch* fired at German shore positions while simultaneously rescuing survivors from the water. *Hobson* continued to lend powerful fire support until returning to Plymouth later that afternoon.

The destroyer was not long out of the fray, however, returning 8 June to screen the assault area. She also

jammed glider bomb radio frequencies 9–11 June and provided channel convoy protection. With the Allies sorely in need of a good port in France, *Hobson* steamed to Cherbourg 25 June to assist in the bombardment. She fired at the large batteries, screened battleships *Texas* and *Arkansas*; and when the battleships were dangerously straddled, *Hobson* and *Plunkett* made covering smoke which allowed all to retire. A few days later the Allies occupied Cherbourg.

Hobson's next duty took her to the Mediterranean; she arrived Mers el Kebir, Algeria, 11 July, and for a month performed convoy duties to and from Taranto, Italy. Joining Rear Admiral Rodgers Delta Assault Force, she sailed from Taranto 11 August for the invasion of Southern France. Early on 15 August she acted as spotter for *Nevada*'s preliminary bombardment; and, as troops stormed ashore, provided direct fire support with her own batteries. The destroyer remained in the assault area until the next evening, arriving Palermo 17 August to take up Mediterranean convoy duty.

As the allied offensive in Europe gained momentum, *Hobson* steamed as a convoy escort between Algeria, Italy, and France protecting vital supplies and troops. She sailed for the United States 25 October 1944, and arrived Charleston via Bermuda 10 November. There she entered the Naval Shipyard and was converted to destroyer-minesweeper, and reclassified DMS–26, 15 November 1944. Through December she underwent trials and shakedown training off Charleston and Norfolk.

Hobson sailed 4 January 1945 via the Panama Canal to join the naval strength deployed against Japan in the Pacific. Arriving Pearl Harbor 11 February, the ship underwent further mine warfare training before sailing 24 February for Eniwetok and a part in the last and greatest of the Pacific amphibious operations, Okinawa.

Sailing 19 March with the minesweeping group, *Hobson* arrived Okinawa well in advance of the assault troops to sweep the offshore areas, and was often attacked by Japanese planes. As the assault began 1 April, the ship also took up patrol duties and provided night illumination during the first critical days of the campaign. As desperate enemy suicide attacks were repulsed with heavy losses, *Hobson* was called upon 13 April to take up a radar picket station on which *Mannert L. Abele* had been sunk in a heavy attack the previous night. She continued picket and sweeping duty into 16 April, when another suicide attack approached at about 0900. *Hobson* splashed one of the attackers, but another crashed *Pringle*, causing a violent explosion. Only minutes later, another plane was splashed just off *Hobson's* starboard side, but her bomb exploded on the main deck starting a major fire. Still firing on kamikazes, the ship restored power, fought fires, and picked up over 100 survivors from the sunken *Pringle*. After the attack she anchored at Kerma Retto, returning to Ulithi 29 April and Pearl Harbor 16 May. *Hobson* then sailed via San Diego and the Canal Zone to Norfolk Naval Shipyard, where she arrived 16 June 1945 for repairs.

The surrender of Japan came with *Hobson* still undergoing repairs; and, after completing shakedown training, she spent February 1946 on minesweeping operations out of Yorktown, Va. The remainder of the year was spent in training and readiness exercises in the Caribbean and off Norfolk. Until 1950 the ship continued to operate off the East Coast and in Caribbean waters on amphibious and mine warfare operations. In late 1948 she visited Argentina and Halifax on minesweeping operations with Canadian ships.

With the outbreak of the Korean conflict in June 1950, *Hobson's* schedule of training intensified. She took part in amphibious exercises off North Carolina and in Puerto Rico 1950–51 and took part in carrier operations as a plane guard and screening ship. During one such operation, with carrier *Wasp*, *Hobson* was steaming in formation 700 miles west of the Azores on the night of 26 April 1952. While the ships turned into the wind so that *Wasp* could recover aircraft, *Hobson* crossed the carrier's bow from starboard to port and was struck amidships. The force of the collision rolled the destroyer-minesweeper over, breaking her in two. *Rodman* and *Wasp* rescued many survivors, but the ship and 176 of her crew were lost, including her Commanding Officer, Lt. Comdr. W. J. Tierney. Thus ended in tragedy the long career of a gallant ship.

Hobson received six battle stars for World War II service, and shared in the Presidential Unit Citation awarded to the ships in the *Bogue* antisubmarine task group in the Atlantic.

Hocking

A county in Ohio.

(APA–121: dp. 6,873 light; l. 455'; b. 62'; dr. 24'; s. 18 k.; cpl. 536; a. 1 5"; cl. *Haskell*)

Hocking (APA–121 was launched under Maritime Commission contract by California Shipbuilding Co., Wilmington, Calif., 6 August 1944; sponsored by Miss Frances Sims; acquired by the Navy on a loan-charter basis and commissioned 22 October 1944, Comdr. C. D. Shutz in command.

The new transport conducted shakedown and training exercises off California, departing for Pearl Harbor 4 December to join U.S. forces in the giant amphibious sweep across the Pacific. After her arrival at Pearl Harbor 10 December, *Hocking* embarked marines and took part in amphibious exercises and rehearsal preparatory to the Iwo Jima invasion, destined to be one of the most important and hard-fought of the war. She joined the vast armada of transports 27 January 1945 en route to Eniwetok and after a stopover at that island base arrived Iwo Jima 19 February. There *Hocking* debarked her troops and unloaded equipment in the early waves of the assault. She then anchored offshore, received casualties, and departed 27 February for Saipan, where she arrived 2 March.

With the Iwo Jima campaign underway, thoughts were turned to the next major objective, Okinawa. *Hocking* sailed to Espiritu Santo 15 March, embarked fresh amphibious assault forces, and sailed to Okinawa by way of Ulithi. The ship arrived off Okinawa during the difficult first weeks of the fighting, 9 April. She debarked her replacement troops and their cargo, and again received battle casualties for transportation out of the forward area. *Hocking* departed 14 April for Saipan and Ulithi, and arrived Marianas 7 May to load troops at Tinian. These were transported to Okinawa and landed 27 May, after which the transport again carried casualties from the battle-torn island. She arrived Pearl Harbor via Saipan and Eniwetok 26 June and sailed on to San Francisco, arriving 3 July.

With the war nearing its close, *Hocking* embarked replacement troops and sailed 20 July, stopping at Eniwetok and Ulithi before landing her troops at Okinawa 22 August. She then turned to duties connected with the occupation of former enemy territory, embarking troops at the Philippine base on Leyte 5 September and at Panay island 10 September. They were taken to Jinsen, Korea, and put ashore to aid in the peninsula occupation. *Hocking* sailed 25 September to Luzon, bringing troops to Jinsen, and made still another passage 18 October–3 November. She got underway from Jinsen 7 November, brought troops on board 2 days later at Shanghai, and sailed for the United States as a unit of operation "Magic-Carpet", bringing home thousands of American troops in the Pacific.

Hocking arrived San Pedro 5 December, and subsequently made another voyage to Guam and the Philippines bringing home veterans. Departing San Pedro 1 March 1946, she was designated for return to the Maritime Commission and sailed via the Canal Zone to Norfolk, where she decommissioned 10 May. *Hocking* joined the National Defense Reserve Fleet and is at present berthed in the James River, near Norfolk.

Hocking received two battle stars for World War II service.

Hodges

Flournoy Glen Hodges, born 22 January 1919 in Dover, Ga., attended the University of Georgia and entered the

Naval Reserve 13 May 1940 at Macon, Ga. He had preliminary flight training at the Naval Reserve Aviation Base at Miami, and was appointed aviation cadet 15 August 1940. After more flight training at the Naval Air Stations at Pensacola and Miami, he was commissioned an Ensign 15 April 1941 and ordered to a torpedo squadron in the Pacific. He was shot down and reported missing during the Battle of Midway 4 June 1942. Ens. Hodges was posthumously awarded the Navy Cross and promoted to Lieutenant (j.g.) 15 June 1942.

(DE–231: dp. 1,450; l. 306'; b. 36'10"; dr. 9'8"; s. 24 k.; cpl. 186; a. 2 5", 4 40mm., 10 20mm., 2 dct., 9 dcp., 3 21" tt.; cl. *Rudderow*)

Hodges (DE–231) was launched 9 December 1943 by the Charleston Navy Yard; sponsored by Miss Dorothy Jane Hodges, sister of Ensign Hodges; and commissioned 27 May 1944, Lt. Comdr. Victor B. Staadecker in command.

After shakedown off Bermuda, *Hodges* returned to Charleston before steaming to the British West Indies for antisubmarine patrol. After more operations along the East Coast, she sailed 14 October 1944 from New York, reaching New Guinea 20 November via the Canal Zone. After operations off New Guinea, *Hodges* sailed 20 December for the Philippines where she took up antisubmarine patrol and escort duty.

In early January 1945, *Hodges* sailed with Vice Admiral Barbey's San Fabian Attack Force for the landings at Lingayen Gulf, 9 January. Shortly after 0700, 9 January, as *Hodges* was on her screening station a kamikaze started a dive on her. Misjudging the target angle, the plane knocked down her foremast and radio antennas and splashed without inflicting a single casualty. *Hodges* quickly made emergency repairs and continued providing air coverage—thus playing a key role in successfully landing the 6th Infantry Division and General Wing's 43d Division.

After repairs at Manus *Hodges* arrived Humboldt Bay, New Guinea, 15 February to escort a convoy to Leyte.

Through the last of March she was assigned patrol and escort duty for convoys bringing in supplies to the Philippines. On 11 April, *Hodges* conducted shore bombardment on enemy gun emplacements in the vicinity of Legaspi, Luzon, then for the remainder of April and May operated out of Manila Bay training with submarines.

After more patrol and escort duty out of Subic Bay, *Hodges* sailed for Ulithi 26 June. From 1 July until 18 December she was assigned patrol and plane guard duty between Ulithi and Okinawa. *Hodges* departed Samar 18 December, arriving San Francisco 9 January 1946 via Eniwetok and Pearl Harbor. *Hodges* decommissioned at San Diego 22 June 1946 and joined the Reserve Fleet, where she remains.

Hodges received one battle star for World War II service.

Hodges, General H. F., see *General H. F. Hodges* (AP–144)

Hoe

One of various sharks, especially the dogfish.

(SS–258: dp. 1,526; l. 311'9"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 60; a. 10 21" tt., 1 3", 2 .50 2 .30 cal., cl. *Gato*)

Hoe (SS–258) was launched by Electric Boat Co., Groton, Conn., 17 September 1942; sponsored by Miss Helen Hess; and commissioned 16 December 1942, Lt. Comdr. E. C. Folger in command.

After shakedown *Hoe* sailed 19 April via the Panama Canal to Pearl Harbor, where she arrived 15 May 1943. She departed on her first combat war patrol 27 May, and patrolled the Guam-Palaus area. *Hoe* damaged two freighters before returning 11 July to Pearl Harbor via Ulithi and Midway.

Hoe's second patrol conducted west of Truk, was marred by considerable engine trouble. The submarine departed 21 August, damaged one tanker, and eluded several depth charge attacks before returning to Pearl Harbor 18 October 1943. She also took part in the search for downed aviators off Wake, 8–9 October.

Following extensive repairs, *Hoe* set out on her third patrol 26 January 1944. Patrolling between Mindanao and Halmahera, the submarine made an attack 16 February which damaged one ship. Although shadowed by escort vessels, *Hoe* detected another convoy 25 October and in two separate attacks sank tanker *Nissho Maru*. She returned to Fremantle, Australia, 5 March for refit and training.

Hoe began her fourth war patrol from Fremantle 4 April, and operated in the South China Sea, the vital Japanese sea supply line. She attacked a convoy 8 May, but scored no hits. Two more attacks 17 and 19 May resulted in several damaged freighters and severe retaliatory depth charge attacks on *Hoe*. She returned to Fremantle 2 June 1944. Her fifth war patrol, in the same area, was conducted between 29 June and 23 August 1944.

The veteran submarine sailed on her sixth patrol 15 September as leader of a coordinated attack group consisting of *Hoe*, *Aspro*, and *Cabrilla*. Operating southwest of Lingayen Gulf, the submarines accounted for some 38,000 tons of valuable Japanese shipping in five night surface attacks. *Hoe* was credited with the sinking of passenger-cargo ship *Kohoko Maru* 8 October, and returned to Fremantle 22 October. Her seventh patrol, 23 November to 3 January 1945, resulted in no sinkings. Part of this cruise was conducted in coordination with *Flasher* and *Becuna*.

Hoe's final war patrol began 8 February 1945, when she again headed for the South China Sea. By this time the vigorous American submarine offensive had taken its toll and little Japanese shipping found. The submarine did detect a tanker and her escort vessel 25 February and in a well-conducted submerged attack sank the escort, *Shinan*. Two days before, while patrolling off Indochina, she and *Flounder* had been involved in one of the most unusual accidents of the war. While steaming at a depth of 60 feet *Hoe* struck an object and broached, sustaining only light damage. Subsequent analysis proved that she had actually collided with *Flounder*, one of the only submerged collisions on record. Ending her last patrol at Pearl Harbor 6 March, *Hoe* returned to the United States for repairs. She sailed again for the Western Pacific 5 July 1945 and was just entering Apra Harbor, Guam, when the war ended. A few days later she sailed for the East Coast via Pearl Harbor and the Panama Canal, arriving New York 29 September 1945.

Hoe decommissioned 7 August 1946 at New London, Conn., and joined the Atlantic Reserve Fleet. In September 1956 she was taken out of reserve to act as a Naval Reserve Training Ship in a noncommissioned status in the 3d Naval District. She was subsequently sold 23 August 1960 to Laneett Inc., Boston, Mass.

Hoe received seven battle stars for World War II service. Her first, third, fourth, sixth, and eighth patrols were designated successful.

Hoe, Richard March, see *Prince Georges* (AK–224)

Hoe, Richard March, see *Richard March Hoe* (AP–165)

Hoel

William R. Hoel, born 7 March 1825 in Ohio, was a Mississippi River steamboat pilot who entered the Navy 19 October 1861. On 6 February 1862, while serving as the First Master of *Cincinnati*, Hoel was wounded during the Battle of Fort Henry. Less than 2 months later, on 4 April he volunteered to pilot gunboat *Carondelet* in her famous run past the Rebel batteries at Island Number 10 to reach Maj. Gen. John Pope's Army at New Madrid. The gunboat's valiant dash through a hailstorm

of Confederate fire enabled Union forces to cross the river and to take this key island with quantities of cannon, equipment and stores. It thus opened the Mississippi for operations by Union gunboats bringing the Federal Armies in a long stride to within sight of Memphis. Hoel's courageous and skillful service on this occasion won the praise of Flag-Officer Andrew H. Foote, the thanks of the Navy from Secretary Gideon Welles, and promotion to the rank of Acting Volunteer Lieutenant effective 29 April 1862.

On 10 May 1862 Hoel assumed command of *Cincinnati* when serious wounds incapacited her Captain, Commander Roger N. Stembel. The new commander of the Western Flotilla, Captain Charles H. Davis, took this opportunity to express his admiration of Hoel. "I can not praise more than they deserve his high valor and ability. He sets the highest example to those below him, and if it were possible to give him a permanent position worthy of his merits, the Navy would be the gainer . . ."

On 29 October, Hoel then took command of *Pittsburg* on which he served with distinction in the campaign to take Vicksburg. One of Lieutenant Hoel's exploits during this campaign is of special interest since it foreshadowed the heroism of the World War II destroyer which bore his name, USS *Hoel* (DD–533). On 29 April 1863, as Acting Rear Admiral Porter's flotilla was bombarding the Confederate Batteries at Grand Gulf, his flagship, USS *Benton*, became unmanageable and was caught under heavy fire in a position where she could neither steer nor reply to the enemy guns. On seeing Porter's predicament, Hoel slipped the *Pittsburg* in between *Benton* and the flaming Rebel batteries to protect her by taking the fire himself. In the next 10 minutes his heroism cost the *Pittsburg* 6 men killed and 8 wounded, but the sacrifice allowed *Benton* to extricate herself from the deadly trap. The bombardment was so successful that the next day General Grant safely moved his troops across the Mississippi to begin the operations which at long last isolated and captured Vicksburg.

Hoel was promoted to Acting Volunteer Lieutenant Commander on 10 November 1864. Detached from *Pittsburg*, he then took command of *Vindicator* 1 March 1865 on which he served until 7 July 1865. He was honorably discharged on 30 December 1865.

I

(DD–533: dp. 2,100; l. 376'3"; b. 39'8"; dr. 13'; s. 36 k.; cpl. 273; a. 5 5", 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Hoel (DD–533) was launched 19 December 1942 by the Bethlehem Steel Co., San Francisco, Calif.; sponsored by Mrs. Charles Bunker Crane, Jr., granddaughter of the namesake; and commissioned 29 July 1943, Commander William Dow Thomas, USN, in command.

Hoel sailed from San Francisco Bay 16 August 1943 for shakedown training in operating areas out of San Diego during which she made seven depth charge runs on an underwater sound contact with unknown results. After returning to Mare Island Navy Yard 17 September for final alterations, she cleared San Francisco 26 October as a part of the screen for a convoy which reached Pearl Harbor 31 October 1943 where *Hoel* reported to Captain A. G. Cook, Commander of Destroyer Squadron 47, who then shifted his flag to her from *Heermann*.

Fifth Fleet, which was then preparing to take the Gilbert Islands in Operation GALVANIC, assigned *Hoel* to Admiral Richmond K. Turner's Northern attack force, TF 52. She joined destroyers *Morris*, *Franks*, and *Hughes* and minesweeper *Revenge* in guarding Air Support Group 52.3 composed of escort carriers *Liscome Bay*, *Coral Sea*, and *Corregidor*.

Hoel sortied from Pearl Harbor with her group 10 November and guarded her "baby flattops" as their planes pounded Makin in a dawn preinvasion attack 20 November 1943. For the next 3 days torpedo bombers and fighters from Air Support Group 52.3 supported Major General Ralph C. Smith's 27th Infantry Division as it struggled to take Makin. Thousands of bombs and countless rounds from the guns on these planes smashed Japanese troop concentrations, gun emplacements, and shore installations on the beleaguered island. Before dawn 24 November, a torpedo fired by Japanese submarine *I–175* struck *Liscome Bay* amidships and lookouts on the fantail of *Coral Sea* spotted the wake of a second torpedo which barely missed their ship. Bluejackets on board *Hoel* saw smoke and flame rise at least a thousand feet when the torpedo ripped into *Liscome Bay* and detonated her bomb magazine. Rear Admiral Henry M. Mullinnix, commander of the Air Support Group, Captain Irving D. Wiltsie and 642 officers and men perished with the ill-fated carrier which slipped beneath the surface some 23 minutes later after spewing smoke, flame and red-hot plane parts for miles around. The group's destroyers rescued 272 survivors. At dusk the following day, Thanksgiving, Japanese planes spotted Rear Admiral Turner's task force steaming a few miles off Butaritari Island and dropped both float and parachute flares on each side of his ships to light them up as targets for 13 torpedo bombers which swooped in to attack. However, spirited gunnery and perfectly timed radical simultaneous turns enabled the American vessels to thwart the attackers by escaping without suffering a single hit.

When the escort carriers cleared the area at night 27 November 1943, *Hoel* joined the screen protecting Abemama Group I which was unloading on the island of that name. The next morning she rejoined Rear Admiral Turner's task force and arrived off Tarawa 1 December for antisubmarine patrol five miles off the lagoon entrance. Two days later she joined the escort for battleship *Tennessee* and a group of transports sailing for Pearl Harbor where they arrived 11 December 1943. Captain A. G. Cook, commander of Destroyer Squadron 47 shifted his flag from *Hoel* to *McCord* 14 December 1943.

Hoel with fleet units of the 5th Amphibious Force, began intensive training for the invasion of the Marshall Islands. Departed Pearl Harbor 23 January 1944 with the transport screen of Reserve Force, T.G. 51.1 which steamed east of Kwajalein while Rear Admiral Turner's Joint Expeditionary Force landed on that atoll 31 January 1944. *Hoel* escorted the group's transports into Kwajalein Lagoon 2 February, and the following day took station as a radar picket patrol ship south of Kwajalein where she also was on call for gunfire support. On 6 February she accompanied *Miller* DD–535 on a tour of inspection in the Roi-Namur area for Admiral Nimitz.

When Task Forces 51 and 53 dissolved and their ships reverted to Task Force 51, *Hoel* was assigned to Fire Support Section 3, TU 51, 17.3 of the Eniwetok Expeditionary Group. In the early morning darkness of 17 February *Hoel* reentered Eniwetok Lagoon with cruiser *Portland* to bombard Parry and Japtan Islands. *Hoel* picked up several aviators from a wrecked scout plane from cruiser *Indianapolis* and returned them to their ship. That afternoon *Hoel*'s guns destroyed several small craft on the beach of Parry Island and fired on pillboxes and troop concentrations inland. She then anchored in standby position while the rest of the force bombarded the two islands. The next day *Hoel* took her turn at providing harassing fire and at night illuminated the beaches and the reef to prevent enemy troop movements. Just before daybreak 19 February she took station off Eniwetok for close fire support of the initial landings. When relieved by destroyer *Phelps* 21 February, *Hoel* steamed to a position off the deep entrance to Eniwetok Lagoon for patrol duty which continued until 26 February when she embarked a fighter director team from destroyer *Hazelwood* and assumed duties of standby fighter director for the Eniwetok area. On 4 March 1944, 2 days later after the attack and occupation phase of Eniwetok was completed, the fighter-director team was transferred to the attack transport *Cambria*, freeing *Hoel* to depart for Majuro for repairs.

Hoel, in company with three other destroyers of DesRon 47, reported to Commander 3d Fleet at Purvis Bay, Florida Island, 18 March 1944. The next day she cleared that port to join Task Force 39, but 20 March she was ordered

to change course for Emirau Island which was then being occupied by marines. On 25 March 1944 destroyers *Trathen* and *Johnston* joined *Hoel* and the rest of DesRon 47 uniting the squadron for the first time.

Hoel then patrolled south and east of Cape Botiangen, New Hanover, where her guns destroyed an enemy warehouse 26 March 1944, and, the next day, captured documents which contained valuable information from a 40-foot outrigger canoe. That night she made four depth charge runs on an underwater sound contact with unknown results. She returned to Purvis Bay 8 April 1944 to screen a convoy carrying troops and supplies to Emirau Island.

Upon her return to Purvis Bay 14 April 1944 *Hoel* reported for duty to Rear Admiral R. W. Hayler, the commander of Cruiser Division 12 who kept her busy with training exercises and convoy duty until 14 August when she was assigned to the 3d Amphibious Force then preparing for the invasion of the Palaus. She joined escort carrier *Kitkun Bay* at Espiritu Santo 24 August 1944 for passage to Purvis Bay. On 6 September they put to sea for the Palau Islands with Rear Admiral W. D. Sample's escort carrier task force unit to provide air support during the invasion of Peleliu. While continuing to screen the escort carriers, she rescued a pilot and passenger from a plane that had splashed on attempting to take off from *Ommancy Bay* and transferred them to *Marcus Island*. On 1 October 1944 *Hoel* made three depth charge runs on an underwater sound contact with unknown results.

After replenishing at Seeadler Harbor of Manus, Admiralty Islands, *Hoel* cleared that base with a fire support group 12 October 1944 to join Rear Admiral Thomas L. Sprague's escort carrier group (Task Group 77.4) in invading the Philippines. Sprague's force was composed of three units, each comprising a group of escort carriers and a screen of destroyers and destroyer escorts. These units, known by their radio calls as the "Three Taffys", began operating off Samar 18 October 1944 to cover the landings on Leyte. *Hoel* was attached to "Taffy 3" (Escort Carrier Task Unit 77.4.3) commanded by Rear Admiral Clifton A. F. Sprague and comprising four escort carriers guarded by destroyers *Hoel*, *Heermann*, and *Johnston*. Before the decisive battle off Samar, "Taffy 3" was reinforced by the arrival of Admiral R. A. Oftsie with two more escort carriers and four destroyer escorts, *Dennis*, *John C. Butler*, *Raymond*, and *Samuel B. Roberts*.

Dawn of 25 October 1944 found "Taffy 3" steaming northeast of Samar operating as the Northern Air Support Group. "Taffy 2" was in the central position patrolling off the entrance to Leyte Gulf, and "Taffy 1" covered the southern approaches to the Gulf some 130 miles to the southeast of *Hoel*'s "Taffy 3". Admiral T. L. Sprague was under the erroneous impression that Admiral Halsey's 3d Fleet was providing protection to the north and so was taken by surprise when at 0645 "Taffy 3's" lookouts observed antiaircraft fire to the northward and within 3 minutes were under heavy fire from Kurita's powerful Center Force of 4 battleships, 6 heavy cruisers, 2 light cruisers, and 11 destroyers.

The only chance for survival of the little group of American "jeep" carriers and "tin cans" lay in fleeing to the south hoping that aid would arrive before their complete destruction. While the carriers launched all available planes to attack their numerous Japanese adversaries and then formed a rough circle as they turned toward Leyte Gulf, *Hoel* and her fellow destroyers *Johnston* and *Heermann*, worked feverishly to lay down a smoke screen to hide their "baby flattops" from the overwhelmingly superior enemy ships. At 0706, when a providential rain squall helped to hide his carriers, Admiral Clifton Sprague boldly ordered his destroyers to attack the Japanese with torpedoes. *Hoel* instantly obeyed this order by heading straight for the nearest enemy battleship, *Kongo*, then 18,000 yards away. When she had closed to 14,000 yards she opened fire as she continued her race toward the smoking muzzles of *Kongo*'s 14-inch guns. A hit on her bridge which knocked out all voice radio communication did not deflect her from her course toward the enemy until she had launched a half salvo of torpedoes at a range of 9,000. Although *Hoel*'s "fish" all failed to strike their target, they caused *Kongo* to lose ground in her pursuit of the carriers by forcing her to turn sharply left and to continue to move away from her quarry until they had run their course. Minutes later *Hoel* suffered hits which knocked out three of her guns, stopped her port engine, and deprived her of her Mark-37 fire control director, FD radar, and bridge steering control. Undaunted, *Hoel* turned to engage the enemy column of heavy cruisers. When she had closed to within 6,000 yards of the leading cruiser, *Haguro*, the fearless destroyer launched a half-salvo of torpedoes which ran "hot, straight and normal." This time she was rewarded by the sight of large columns of water which rose from her target. Although Japanese records deny that these torpedoes hit the cruiser, there is no evidence to indicate any other explanation for the geyser effect observed.

Hoel now found herself crippled and surrounded by enemies. *Kongo* was only 8,000 yards off her port beam and the heavy cruiser column was some 7,000 yards off her port quarter. During the next hour the valiant ship rendered her final service by drawing enemy fire to herself and away from the carriers. In the process of fishtailing and chasing salvos she demanded the attention of her antagonists by peppering them with her two remaining guns. Finally at 0830, after withstanding over 40 hits, an 8-inch shell stilled her remaining engine. With her engineroom under water, her No. 1 magazine ablaze, and the ship listing heavily to port and settling by the stern, *Hoel*'s stouthearted captain, Commander Leon S. Kinterberger, reluctantly ordered his crew to "prepare to abandon ship." The Japanese fire at the doomed ship continued as her surviving officers and men went over the side and only stopped at 0855 when *Hoel* rolled over and sank in 4,000 fathoms.

Only 86 of *Hoel*'s complement survived while 253 officers and men died with their ship. Commander Kinterberger described the incomparably courageous devotion to duty of the men of the *Hoel* in a seaman's epitaph to the action: "Fully cognizant of the inevitable result of engaging such vastly superior forces, these men performed their assigned duties coolly and efficiently until their ship was shot from under them."

In addition to the Presidential Unit Citation, *Hoel* received the Philippine Republic Presidential Unit Citation Badge and five battle stars for World War II service.

Hoel (DD–768) was cancelled during construction 13 September 1946.

II

(DDG–13: dp. 4,500 (f.); l. 437'; b. 47'; dr. 22'; s. over 30 k.; cpl. 334; a. "Tartar" guided missiles, "Asroc", 2 5"; cl. *Charles F. Adams*)

The second *Hoel* (DDG–13) was launched 4 August 1960 by Defoe Shipbuilding Co., Bay City, Mich.; sponsored by Mrs. Harry H. Long, granddaughter of the namesake; commissioned 16 June 1962, Commander Allen W. Slifer, USN, in command.

After fitting out at Boston, *Hoel* got underway for her first homeport, San Diego, putting in at Norfolk; Mayport and Fort Lauderdale, Fla.; Guantanamo Bay; Cartagena, Colombia; Canal Zone; and Acapulco, Mexico, during the voyage. During the passage from Cartagena to the Canal Zone she came upon sailing yacht *Stardrift* becalmed and adrift enroute to Sidney, Australia, from London. *Hoel* towed the 36-foot craft 100 miles to safety in Panama.

Hoel arrived San Diego 11 September 1962 and spent the ensuing months completing the various inspections, tests, and trials by the Board of Inspection and Survey. When successful firing of ASROC and TARTAR missiles completed her qualification and acceptance trials, *Hoel* joined the ready 1st Fleet.

After a 3-week cruise to Esquimalt, Canada, *Hoel* spent April and May of 1963 in Pearl Harbor conducting special

exercises. She then returned to waters off San Diego to participate in the Presidential Demonstration held for President Kennedy.

The months of July, August, and part of September were spent at Long Beach Naval Shipyard for the post-shakedown availability assigned each new ship approximately 1 year after commissioning. At this time improved fire-control radars were installed and tested by successful missile firings. *Hoel* departed Long Beach 17 October 1963 for duty in the Western Pacific to serve as the flagship of Commander Destroyer Division 12.

In ensuing years she alternated deployments in the Far East with operations off the West Coast. Her 1966 deployment to the Western Pacific began when she departed San Diego 28 July. On September she was on search and rescue patrol off Da Nang, Vietnam. On 8 December the guided missile destroyer became naval gunfire support ship in the Corps I area. She fired 2,100 rounds destroying at least 20 enemy structures and 2 trench networks; damaging 61 buildings, 3 bunkers, 8 trench networks, and 5 roads; and killing 24 Viet Cong while wounding 7. *Hoel* retired to Hong Kong 21 December but headed for Yankee Station the day after Christmas to screen *Coral Sea* (CVA–43). On this patrol she helped to rescue a pilot after his A–4 Sky Hawk had crashed.

Hoel returned to San Diego 3 February 1967 and operated on the West Coast through mid-year preparing for future action.

Hoga

A Sioux Indian word meaning "fish".

(YT–146: dp. 325; l. 100′; b. 25′; dr. 9′7″)

Hoga (YT–146), a diesel-powered tug, was launched by Consolidated Shipbuilding Corp., Morris Heights, N.Y., 31 December 1940; and placed in service 22 May 1941.

Hoga served during World War II as a harbor tug in the 14th Naval District, and was reclassified YTB–146 15 May 1944. She was loaned to the city of Okland, Calif. in June 1948, and serves at present as a harbor tug into 1967. She was reclassified YTM–146 on 1 February 1962.

Hogan

Seaman Hogan entered the Navy on board the schooner *Revenge* at Boston, Mass., in 1811 and transferred to frigate *Constitution* 18 February 1812. During the War of 1812 he won distinction on board *Constitution* in an engagement with the British frigate *Guerriere*. When *Constitution*'s flag was shot away from the main topgallant masthead, Hogan climbed the rigging and lashed the colors to the masthead. In later action between the *Constitution* and *Java* on 3 January 1813 he was severely wounded, losing the fingers of both hands. He died 1 September 1818.

(DD–178: dp. 1,060; l. 314′5″; b. 31′8″; dr. 8′6″ s. 35 k.; cpl. 101; a. 4 4″, 2 3″, 12 21″ tt., cl. *Wickes*)

Hogan (DD–178) was launched by Union Iron Works, San Francisco, Calif., 12 April 1919; sponsored by Mrs. Magnus A. Anderson, a sister of the Secretary of the Interior Franklin K. Lane; and commissioned 1 October 1919, Lt. Comdr. E. M. Williams in command.

After shakedown *Hogan* arrived San Diego 21 November to join the Pacific Destroyer Force. From 23 November to 6 February 1920 she sailed in company with her division and engaged in fleet maneuvers, patrol duty, torpedo exercises and target practice along the California coast. On 25 March she departed for Hawaii, where she operated for the next month. The destroyer rejoined her squadron at San Diego in late April for 5 months of gunnery exercises and trial runs in that area. She returned to San Diego in early 1921 and engaged in important experimental torpedo practice and divisional operations until 9 December. For the remainder of her service *Hogan* assisted U.S. battleships in conducting torpedo firing exercises in the Pacific. She decommissioned at San Diego 27 May 1922.

Recommissioned 7 August 1940, *Hogan* underwent conversion to a high speed minesweeper at Mare Island and reclassified DMS–6. Her activity up to World War II consisted mainly of intensified minesweeper training and patrol duty in the Caribbean and along the Eastern Coast.

During the early months of the war *Hogan* acted as a convoy escort in the Caribbean and eastern Atlantic, protecting shipping from U-boat attack. The first major operation in which she took part was the invasion of North Africa in late 1942. For this important amphibious assault, mounted over an entire ocean, *Hogan* departed Norfolk 24 October and arrived with the Center Force off Fedhala for preliminary sweeps 7 November. As the landings began early next day, the minesweeper continued to patrol the vital transport area. Just after 0500 she was sent to investigate strange running lights and came upon a French steamer and escort vessel. *Hogan* ordered both ships to reverse course, and when the order was not obeyed fired a burst of machine gun fire across the escort's bow. The ship, *Victoria*, replied with fire of her own and attempted to ram the minesweeper, but *Hogan* avoided her and with 20-mm fire forced her surrender.

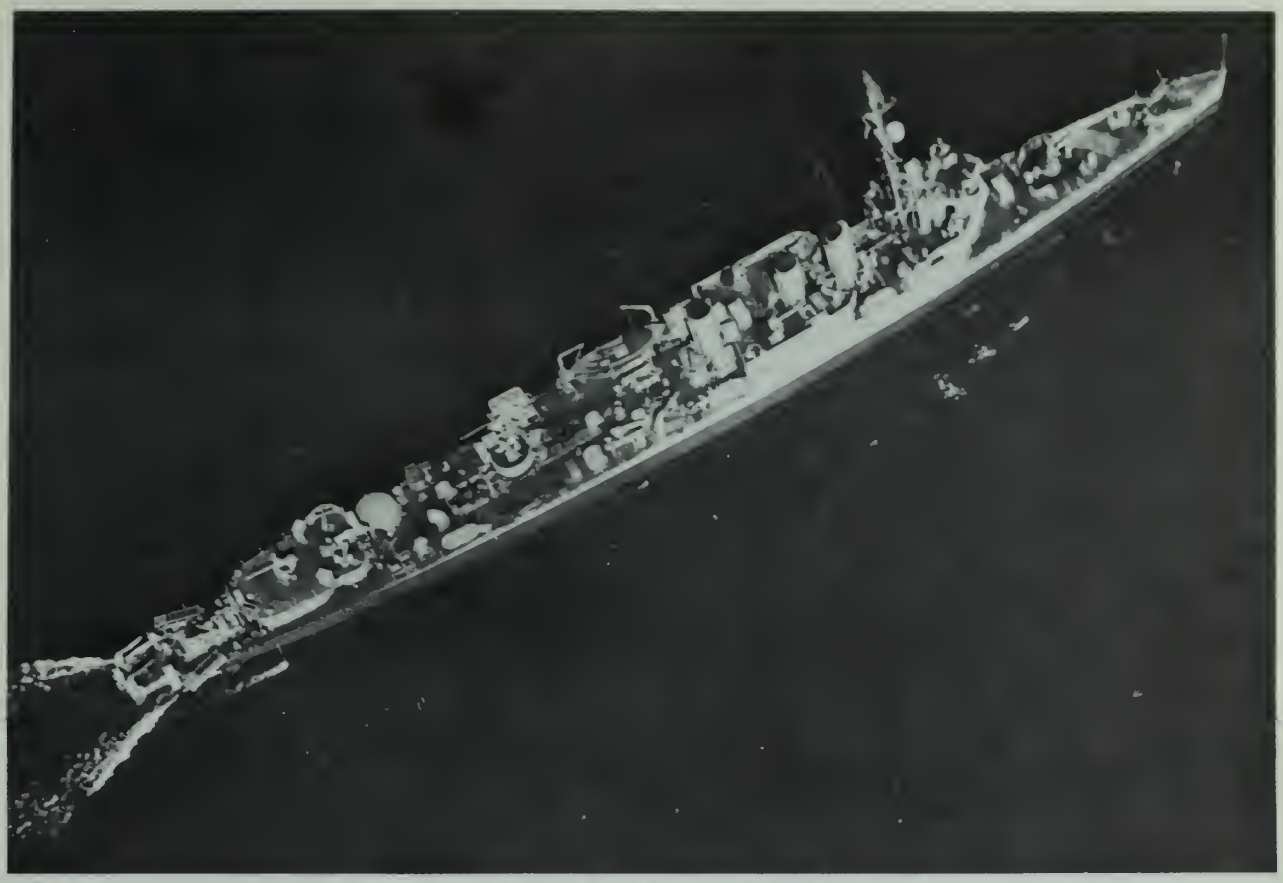
In the days that followed the minesweeper continued to conduct antisubmarine patrol off Fedhala, searching for submarines that attacked the transports 11 November. The ship entered Casablanca harbor 18 November, the invasion a success, and after patrol duties sailed for Norfolk, arriving 26 December.

Hogan next returned to coastal convoy duties until November 1943. She sailed 13 November from Norfolk to join the Pacific Fleet, transited the Panama Canal, arriving Mare Island 5 December. The minesweeper was needed for the first phase of the long island campaign toward Japan, the invasion of the Marshalls, and sailed for Pearl Harbor and Kwajalein 16 January 1944. *Hogan* carried out antisubmarine patrol off Roi Island before departing 4 February for Espiritu Santo, where she arrived 27 February.

After another period of convoy duty, *Hogan* arrived Milne Bay 7 April to prepare for the Hollandia operation. The attack group sailed 18 April and arrived Humboldt Bay 4 days later. *Hogan* and other minesweepers cleared enemy mines for Admiral Barbey's invasion force, after which the ship carried out shore bombardment and screening duties. She arrived Cape Sudest with HMAS *Westralia* 25 April.

Hogan sailed from Eniwetok 10 June to make preliminary sweeps of Saipan for the invasion to come. She remained off Saipan during the assault 15 June, coming under enemy shore fire, and moved to Guam the next day. As the Japanese fleet moved toward the Marianas for a decisive naval battle, *Hogan* returned to Saipan to protect the tansports. In the great carrier battle which followed 19–20 June, the American fleet won a stunning victory, crippling the Japanese naval air arm and securing the Marianas operation from interference. *Hogan* returned to the staging base at Eniwetok 30 June, but returned to Guam 12 July to carry out screening and minesweeping duties for the assault there. She arrived Espiritu Santo 5 August 1944.

Following a tour of escort duty in the Solomons, *Hogan* steamed via Pearl Harbor to San Francisco for repairs, arriving 5 October. As the recapture of the Philippines gained momentum, the ship steamed from San Francisco 6 November and arrived Manus staging area 4 December 1944. Moving to Leyte Gulf before Christmas, *Hogan* sortied with the Minesweeping and Hydrographic Group 2 January 1945. Kamikaze attacks, symbol of Japanese desperation, began soon afterward, and continued during the voyage to Lingayen Gulf. The minesweepers entered the invasion area 6 January and began their dangerous sweeping operations. Four of the minesweepers were sunk or damaged, and *Hogan*'s gunners were busy with



USS *Hogan* (DMS–6) on 29 July 1943

attacking aircraft. With the operation well underway, the ship arrived Leyte Gulf 16 January.

After retiring to Tinian, *Hogan* sailed once more 7 February to take part in the important assault on Iwo Jima. During this operation she swept mines, screened transports, and carried out shore bombardment before departing with a group of battleships and their escorts 7 March. Arriving Pearl Harbor 13 April via Ulithi she continued to San Diego 3 May 1945.

Hogan underwent major repairs and reclassified AG–105 5 June 1945. The veteran ship was assigned as a target ship for bombing tests and was sunk off San Diego 8 November 1945.

Hogan received six battle stars for World War II service.

Hogg, James S., see *James S. Hogg* (AK–139)

Hoggatt Bay

A bay on the southeastern coast of Baranof Island, Alaska.

(CVE–75: dp. 7,800; l. 512′3″; b. 65′; ew. 108′1″; dr. 22′6″; s. 19 k.; cpl. 860; a. 1 5″, 16 40mm.; cl. *Casablanca*)

Hoggatt Bay (CVE–75) was launched under Maritime Commission contract by Kaiser Co., Inc., Vancouver, Wash., 4 December 1943. Originally classified AVG–75, she had been reclassified ACV–75, 20 August 1942. Sponsored by Mrs. Victor Sundrik, she was reclassified again to CVE–75, 15 July 1943 and commissioned at Astoria, Oreg., 11 January 1944, Captain W. V. Saunders in command.

After intensive training off the California coast, *Hoggatt Bay* transported aircraft and crews to Pearl Harbor 10–25 March 1944. Upon her return and further training in antisubmarine work, she sailed 1 May for Pearl Harbor and Majuro. The combination of escort carriers and destroyers had proven itself effective against submarines in the Battle of the Atlantic, and was now to be used in the Pacific against the Japanese. *Hoggatt Bay* and a group of destroyers and destroyer escorts patrolled in the southwest Pacific 26 May–19 June with notable success. Intrepid *England* scored a kill on *Ro–105* 31 May and *Taylor* sank *Ro–111* with depth charges and gunfire 11 June. These operations and those of other groups did much to reduce Japanese submarine interference with the invasion of the Marianas.

Returning to the patrol area a brief stay at Eniwetok, *Hoggatt Bay*'s group provided air support and cover for the Marianas operation 5 July–9 August, after which the ships returned to Manus. Next on the timetable of Pacific conquest was Peleliu, a valuable air base for further advances, and *Hoggatt Bay* sortied 1 September to furnish antisubmarine protection and search planes for the invasion. For nearly 2 months the escort carrier cruised these seas south and west of the Marianas in support of American operations. *Samuel S. Miles*, a member of her group, sank *I–177* 3 October, and later in the month planes from *Hoggatt Bay* helped provide air cover for crippled *Houston* as she struggled toward Ulithi.

The ship arrived Ulithi 28 October, and sailed 10 November to provide air support for the developing campaign in the Philippines. This was followed by amphibious exercises in Huon Gulf, New Guinea, in preparation for the

Lingayen Gulf operations. Arriving Manus 20 December 1944, *Hoggatt Bay* joined the great task force which departed from that and other staging bases in late December for Lingayen Gulf. The voyage through the Philippines was a perilous one, as the Japanese attacked with their last desperate weapon, the suicide plane. Crewmen on *Hoggatt Bay* and the other ships fought continuously after 3 January, downing many of the attackers, but *Ommaney Bay* was lost and other ships damaged. Arriving Lingayen Gulf 6 January, *Hoggatt Bay* sent her carrier planes in to support the landings and destroy strong points despite suicide attacks; this vital work continued until 17 January, when the ship set course for Ulithi, and then San Diego.

The veteran escort carrier returned to San Diego 15 February 1945, and after much-needed repairs sailed 6 April to join the vast fleet arrayed off Okinawa in support of the invasion. She arrived Okinawa 8 May via Pearl Harbor and Ulithi and immediately took station south of the island to lend her aircraft to the carrier air forces engaged in the operation. Her planes flew direct support missions, photographic flights, and supply drops during the period 8 May–24 June.

Hoggatt Bay arrived Leyte Gulf 27 June 1945 and after a month of training sailed 28 July for Adak, Alaska. The surrender came while the carrier was en route, however, and the planned operation was replaced by occupation plans. After her arrival 18 August, *Hoggatt Bay* sailed for Ominato. She arrived September and supported the occupation of Hokkaido and northern Honshu. During this period aircraft from the ship discovered many Japanese prison camps, and the ship had the pleasure of evacuating Lieutenant Colonel Devereux, Marine Commander at Wake Island when captured by the Japanese. *Hoggatt Bay* also participated in the occupation of Aomori before anchoring in Tokyo Bay 27 September.

The escort carrier departed Tokyo 30 September and after brief service with the "Magic Carpet" fleet returned to Boston and decommissioned 20 July 1946. Placed in the Atlantic Reserve Fleet, Boston, the ship was reclassified CVHE–75, 12 June 1955 and AKV–25, 7 May 1959. She was sold for scrap 31 March 1960.

Hoggatt Bay received five battle stars for World War II service.

Hohenfelds, see *Long Beach* (AK–9)

Hoi-Kong, Robert O., see *YAG–2*

Hoist

To raise, elevate, lift with tackle.

(ARS–40: dp. 1,360; l. 213'6"; b. 39'; dr. 14'4"; s. 15 k.; cpl. 120; a. 4 40mm., 6 20mm.; cl. *Divcr*)

Hoist (ARS–40) was launched 31 March 1945 by Basalt Rock Corp., Napa, Calif.; sponsored by Mrs. William E. Howard; and commissioned 21 July 1945, Lt. Comdr. R. M. Brunner in command.

After shakedown *Hoist* sailed from San Francisco 6 September 1945 to begin salvage operations in the Far East. *Hoist* arrived Buckner Bay, Okinawa, 11 October and commenced salvage and repair duties until 23 December. Two days later she arrived Wakanoura Wan and operated there and at Sasebo until 15 March 1946.

Hoist returned to San Pedro 1 June and sailed for Norfolk 15 July. After overhaul she sailed to Bayonne, N.J., and trained students at the Naval Training Salvage School until 23 February. From March 1947 to December 1948, *Hoist* continued salvage operations along the East and Gulf coasts. She sailed 8 December for Narsak, Greenland, where she operated for 2 weeks before returning to Bayonne. In mid-January 1949 she sailed for the Azores to repair an underwater pipeline, returning 16 March. *Hoist* sailed 23 March to tow targets for aircraft squadron exercises off Bermuda, helping maintain the high readiness of the fleet for service when needed, then sailed 9 May for the Virginia Capes for training operations. *Hoist* now based her operations out of Norfolk, and on 9 August steamed to assist *Simon Newcomb* (AGSC–14) aground in Mother Burns Cove, Labrador. Towing the vessel to Argentia, Newfoundland, *Hoist* resumed her salvage and repair duties out of Norfolk, with annual deployments to the North Atlantic and periodic operations in the Caribbean and Florida waters, keeping the Navy in top fighting condition to preserve the peace throughout the world. In addition to her salvage and repair services she acted as station ship, performed towing operations, and engaged in amphibious exercises.

From early 1960 through 1964, *Hoist* continued similar services, but concentrated on local salvage duties out of Norfolk and operations in Florida and the Caribbean.

From 29 May 1964 to 25 August *Hoist* operated with *Trieste II* at the site of the *Thresher* tragedy. Next, performing one of her many rescues, *Hoist* along with *Seneca* (ATF–92) and *Windlass* (ARSD–4), freed USNS *Bluejacket*, which had grounded 2 March 1965. *Bluejacket* was pulled free in 2 days saving her perishable cargo of frozen stores valued at $2,000,000. From 11 October to 12 November *Hoist* was busy with towing operations when ordered to assist in the salvage of *Alamogordo* (ARDM–2), a floating drydock attached to the Polaris program. *Hoist* and *Recovery* (ARS–43) raised *Alamogordo* in 3 weeks. For the remainder of the year *Hoist* was active in local salvage duties.

On 16 February 1966 *Hoist* arrived at Palomares, Spain, to take part in the recovery of an H-Bomb. The un-armed weapon was dropped when a B–52 bomber and KC–135 flying tanker collided. On 7 April after successful completion of the mission *Hoist* returned to Norfolk, where she arrived 4 May. *Hoist* performed salvage operations in the Virginia Capes area into 1967.

Holbrook, Willard A., see *Willard A. Holbrook* (AP–44)

Holder

Randolph Mitchell Holder was born 20 September 1918 in Jackson, Miss., and was commissioned Ensign 10 April 1940 following flight training. Reporting to Torpedo Squadron 6 in the famous carrier *Enterprise*, he took part in the early carrier operations in the critical months following Pearl Harbor and then fought in the pivotal Battle of Midway, first of the great American successes in the sea war. In the gallant attack of the torpedo planes early 4 June 1942, Holder and his comrades attacked the Japanese ships without fighter cover. Though Holder and many others were shot down while pressing this attack, they forced radical maneuvers and diverted Japanese air cover so as to make the later raids lethal to the enemy fleet. Lieutenant (j.g.) Holder was presumed dead next day, 5 June 1942, and was awarded the Navy Cross posthumously for his heroism.

I

(DE–401: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3", 2 40mm., 8 20mm., 2 dct, 8 dcp, 1 dcp (hh), 3 21" tt.; cl. *Edsall*)

The first *Holder* (DE–401) was launched by Brown Shipbuilding Co., Houston, Tex., 27 November 1943; sponsored by Mrs. Annette Holder, mother of Lieutenant (junior grade) Holder; and commissioned 18 January 1944, Lt. Comdr. G. Cook in command.

After completion of her shakedown cruise, *Holder* departed 24 March escorting a convoy bound for Mediterranean ports. Proceeding along the coast of Algeria the convoy was followed 10 and 11 April by German planes and just before midnight 11 April it was attacked by torpedo bombers. *Holder* and the other escorts immediately opened fire and began making smoke, but a tor-

pedo struck the escort vessel amidships on the port side, causing two heavy explosions. Though fires spread and flooding was serious. *Holder*'s crew remained at their guns to drive off the attackers without damage to the convoy. Alert damage control kept the ship seaworthy and she arrived in tow at Oran for repairs. There it was decided to tow her to New York, where she arrived safely 9 June 1944. She decommissioned at New York Navy Yard 13 September 1944, and the forward part of her hull was used to repair *Menges* (DE–320). The remainder was sold for scrap to John A. Witte, Station Island, N.Y., 19 June 1947.

Holder received one battle star for World War II service.

II

(DD–819: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 35; cpl. 367; a. 6 5", 5 21" tt, 6 dcp, 2 dct.; cl. *Gearing*)

The second *Holder* (DD–819) was launched by Consolidated Steel Corp., Orange, Tex., 25 August 1945; sponsored by Mrs. Annette Holder, mother of Lieutenant (j.g.) Holder; and commissioned 18 May 1946 at Orange, Tex., Comdr. B. K. Atkins in command.

Holder conducted her shakdown training in the Caribbean and returned to Norfolk 28 August 1946. After a period of training exercises along the coast she sailed for the Mediterranean 23 October. During the subsequent operations with the 6th Fleet in this troubled area, *Holder* visited Egypt and Saudi Arabia, arriving Newport 22 March 1947. She then took part in antisubmarine training exercises out of Newport and in the Caribbean.

The destroyer continued this pattern of operations for the years that followed. In June-July 1949 *Holder* took part in a Midshipman training cruise to northern Europe and upon her return moved her home port from Newport to Norfolk. Her classification was changed to DDE–819 4 March 1950, but she continued to alternate cruises to Europe and the Mediterranean with periods of training and upkeep out of Norfolk and the Caribbean. When crisis flared in the Middle East over Egypt's seizure of the Suez Canal in 1956, *Holder* steamed to join the 6th Fleet in insuring the safety of American lives and property and helping to lessen the chance of a larger outbreak. Again in 1958 *Holder* sailed to the Mediterranean in March and in July took part in the landings at Beirut, Lebanon. Answering the call of the legitimate government, American surface ships and amphibious forces acted swiftly to avert the fall of the rightful government, a Communist takeover, and disaster in the Middle East.

The veteran destroyer, reclassified DD–819 again 7 August 1962, took part in another graphic demonstration of the imoprtance of sea power, this time in the Western Hemisphere. When the introduction of offensive missiles into Cuba forced President Kennedy to proclaim a naval quarantine of that island, *Holder* and other ships took up station so as to intercept and inspect shipping. The destroyer made an inspection of a Russian ship leaving Cuba 8 November and remained on this duty until 21 November, when she steamed to Norfolk. Ships had once more given meaning and teeth to American policy in the cold war.

Holder entered Norfolk Naval Shipyard 17 December 1962 for Fleet Rehabilitation and Modernization Overhaul, a major repair and modernization job which added years to her useful life. New weapons, including ASROC and DASH, and a helicopter hanger and flight deck increased the ship's antisubmarine capability. Emerging in October 1963, the ship conducted shakedown training before returning to the Caribbean for maneuvers.

Holder devoted 1964 and 1965 to ASW training. From 12 January 1965 to 4 February she participated in the recovery of NASA's unmanned Gemini II capsule. Between 26 April and 17 May, *Holder* patrolled the Dominican Republic's coast during the struggle to prevent a Communist

USS *Holder* (DD–819)

take over of that island nation. She spent the next year on duty in the Atlantic.

On 6 June 1966 *Holder* sailed through the Panama Canal on her way to the Pacific Fleet. From 15 to 28 July she was plane guard ship for *Ranger* (CVA–61) in Tonkin Gulf. She then conducted naval gunfire support off Vietnam from 29 July to 8 August. In October *Holder* was plane guard for *Intrepid* (CVS–11), and also she acted in support of *Chicago* (CG–11). Sailing for home 10 November via the Suez Canal, *Holder* arrived in Norfolk 17 December to prepare for future action.

Holland

John Philip Holland, the man who developed the first true submarine accepted by U.S. Navy (spending 57 of his 74 years working with submersibles), was born in Liscanor, County Clare, Ireland, on 29 February 1840. As a youth, he considered the use of the submarine to further the cause of Irish Independence. Holland came to the United States in 1873. In 1875 his first submarine designs were submitted for consideration by the U.S. Navy, but turned down as unworkable.

Holland continued to improve his designs and worked on several experimental boats prior to his successful efforts with the privately built *Holland* launched in 1898. This was the first submarine having power to run submerged for any considerable distance. She was purchased by the Navy after rigorous tests, and six more of her type were ordered.

On 12 August 1914, John Philip Holland died in Newark, N.J.

(SS–1: dp. 64; l. 53′10″; b. 10′3″; dr. 8′6″; s. 5 k.; cpl. 7; a. 3 18″ tt, 1 18″)

The first *Holland* was launched by Crescent Shipyards, Elizabeth, N.J., 1898; commissioned 12 October 1900, Newport, R.I., Lt. Harry H. Caldwell in command.

On 16 October 1900, *Holland* left Newport under tow of tug *Leyden* for Annapolis where she trained cadets of the Naval Academy as well as officers and enlisted men ordered there to receive training so vital in preparing for the operation of other submarines being built for the Fleet.

Holland proved valuable for experimental purposes in collecting data for submarines under construction or contemplation. Her 166-mile surface run from Annapolis to Norfolk 8 to 10 January 1901 provided useful data on her performance underway over an extended period.

Except for the period 15 June to 1 October 1901, which was passed training cadets at the Naval Torpedo Station, Newport, R.I., *Holland* remained at Annapolis until 17 July 1905 as a training submarine.

Holland finished out her career at Norfolk. Her name was struck from the Navy Register of Ships on 21 November 1910. She was sold as scrap to Henry A. Hitner & Sons, Philadelphia, on 18 June 1913. Her purchaser was required to put up $5,000 bond as assurance that the submarine would be broken up and not used as a ship.

USS *Holland* (SS–1) entering drydock with Russian ship *Retvizan*

John P. Holland, builder of the Navy's first submarine, USS *Holland* (SS–1)

II

(AS–3: dp. 8,100; l. 483′10″; b. 61′1″; dr. 16′9″; s. 16 k; cpl. 388; a. 8 5″, 4 3″)

The second *Holland* was launched by the Puget Sound Naval Shipyard, Bremerton, Wash., 12 April 1926, sponsored by Miss Elizabeth Saunders Chase, daughter of Admiral J. V. Chase, and commissioned 1 June, Comdr. John B. Earle in command.

Holland arrived in San Francisco from Puget Sound Naval Shipyard on 24 April to become flagship of Captain J. T. Thompkins, Commander Submarine Divisions, Battle Fleet. On 24 September she was permanently assigned to base at San Diego, Calif., tending submarine divisions there with periodic tours to Panama to service submarines based at the Canal Zone. On 5 November 1930 *Holland* became flagship of Captain Chester W. Nimitz, Commander Submarine Divisions, Battle Fleet with additional duty as Commander of Submarine Division 20. The former command was abolished as of 1 April 1931 and Captain Nimitz retained his flag in *Holland* as Commander, of his submarine division, now designated Submarine Division 12. He left *Holland* on 17 June, relieved by Captain W. L. Friedell.

In addition to being the flagship of Submarine Division 12, *Holland* temporarily served as Submarine Force Flagship (March–July 1933). In June 1935 she became joint flagship of Submarine Squadron 6 and Submarine Division 12. This duty continued until June 1941 when she became flagship of Submarine Squadron 2.

On 22 November 1941 *Holland* arrived at Cavite Naval Base, P.I., to service submarines of the Asiatic Fleet. Due to the air raids in early December 1941, *Holland* was hurried out of Manila Bay under cover of night with her vital cargo of repair and replacement parts for submarines of the Asiatic Fleet. Heading south, she escaped unscathed from two air raids while at Balikpapan, Borneo, then repaired a battle-damaged submarine at Soerabaja, Java where she was joined by two destroyers that gave her escort to Port Darwin, Australia, which she reached on 2 January 1942 for round-the-clock operations which included the building of docks and floats as well as the constant repair and equipping of ships as well as submarines. On 3 February she was underway for Tjilaljap, Java, to remove Rear Admiral Charles A. Lockwood, Jr., and his Asiatic Fleet Submarine Force Staff to Australia. Her outstanding service to the Fleet during the first crucial months of the war brought *Holland* a Navy Unit Commendation.

While based in Australia, *Holland* serviced and overhauled several submarines before returning for overhaul at Mare Island Navy Yard in late February 1943. She reached Pearl Harbor from the West Coast in June and completed 22 refits and 13 repair jobs for submarines within the next 11 months. She shifted to Midway Atoll on 1 June 1944 and sailed the following month directly to support submarines in the Marianas Islands. *Holland* returned to Pearl Harbor late in November to be fitted out as headquarters ship for Vice Admiral Charles A. Lockwood, Jr., Commander Submarine Force, Pacific Fleet. In January 1945 she steamed out of Pearl Harbor for Guam where she embarked Vice Admiral Lockwood. By the close of hostilities, *Holland* had given 55 instances of refit to submarines, provided repair and service to 20 surface craft and completed various jobs on shore installations.

Vice Admiral Lockwood shifted his Submarine Force Flag ashore to his new quarters on Coconut Island in Apra Harbor on 30 August 1945, setting up operations and communications for the work ahead. This left *Holland* ready to begin a new career as a repair ship (ARG–18). Her value to the submarine force had diminished with the commissioning of many new and modern tenders better

USS *Holland* (AS–3) with submarines alongside at San Diego circa 1927—USS *Langley* (CV–1) appears at North Island with USS *Shawmut* (CM–4) astern of the carrier. The nearest destroyer on the left is USS *Edsall* (DD–219).

equipped to carry on the job of keeping our submarines in condition for their assaults against the enemy. With a few alterations she headed for Buckner Bay, Okinawa, where she embarked Rear Admiral Allen E. Smith, Commander of Service Squadron 10 and his staff before proceeding for Tokyo Bay where she dropped anchor on 29 September 1945.

Holland set course 6 June 1946 by way of Pearl Harbor for San Diego where she arrived on 28 June. She shifted to San Pedro for inactiviation overhaul in the Terminal Island Navy Yard, then was towed to San Diego where she was decommissioned on 21 March 1947. She was assigned to the San Diego, Calif., group of the Pacific Reserve Fleet until her name was struck from the Navy Register on 18 June 1952. Her hull was sold for scrapping on 3 October 1953 to the Bethlehem Steel Co.

Holland earned two battle stars and the Navy Unit Commendation for World War II service.

III

(AS–32: dp. 19,000; l. 599′; b. 83′; dr. 23′4″; s. 18 k.; cpl. 1,190; a. 2 5″; cl. *Hunley*)

The third *Holland* was launched by Ingalls Shipbuilding Corp., Pascagoula, Miss., 19 January 1963; sponsored by Mrs. John C. Stennis, wife of U.S. Senator from the State of Mississippi; delivered to the Charleston Naval Shipyard, Charleston, S.C.; and commissioned 7 September 1963, Captain Charles W. Styer, Jr., in command.

Holland departed Charleston on 14 October for shakedown training at Guantanamo Bay, Cuba, returning to Charleston on 19 November. She commenced post-shakedown availability on 25 November.

While *Holland* is neither a submersible nor a combatant ship, she will be a vital link in support of our Nation's first line of deterrance—the Navy's Polaris Weapons System. She is capable of making any submarine repair other than major overhaul, including servicing and maintaining the nuclear power plants of Polaris-firing submarines.

The opening of 1964 found *Holland* at Charleston, S.C., making preparations for deployment to the Polaris replenishment anchorage at Rota, Spain. She arrived Rota 1 April and relieved *Proteus* (AS–19) as the FBM submarine tender shortly thereafter. *Holland* continued her vital service to the Polaris submarines until relieved 4 November 1966. *Holland* arrived Charleston 22 November. There she tended submarines of the Atlantic Fleet into 1967.

Holland, Joseph, see *Hannibal* (AG–1)

Hollandia

A town on the northern coast of New Guinea on Humboldt Bay. During World War II Hollandia was a major Japanese air base, and was taken by a brilliantly executed American amphibious operation 22 April 1944. The success of the operation had much to do with securing New Guinea and was a major step toward the eventual invasion of the Philippines.

(CVE–97: dp. 7,800; l. 512′3″; b. 65′; ew. 108′1″; dr. 22′6″; s. 19 k.; cpl. 860; a. 1 5″, 16 40mm.; cl. *Casablanca;* T. S4–S2–BB3)

Hollandia (CVE–97), formerly AVG–97 and ACV–97, was launched under Maritime Commission contract as *Astrolabe Bay* (CVE–97) by Kaiser Co., Inc., Vancouver, Wash., 28 April 1944; sponsored by Mrs. William H. Wheat; renamed *Hollandia* 30 May 1944; and commissioned 1 June 1944, Captain C. L. Lee in command.

Following training off the West Coast, *Hollandia* sailed 10 July 1944 from San Diego for a shakedown cruise to Espiritu Santo. She also transported replacement aircraft on this cruise, and on the return voyage stopped at Manus and Guadalcanal, arriving Port Hueneme, Calif., 27 August. During the next few months the escort carrier made similar cruises between the United States and the Navy's bases in the far Pacific, Manus, Ulithi, and Guam, bringing vitally-needed supplies and passengers.

Hollandia was anchored at Ulithi 1 April 1945 when the Navy's massive amphibious assult of Okinawa began. She got underway next day and operated off the Okinawan coast, sending fighters to support the advancing troops. The ship then returned to San Diego, arriving 1 May 1945. Following a cargo and passenger voyage to Pearl Harbor and return, *Hollandia* departed 7 June to take part in the climactic events of the Pacific war. Loading replacement aircraft at Pearl Harbor, the ship sailed 18 June to operate with 3d Fleet's logistic supply unit, and for the final 2 months of the war she brought valuable replacements to the carriers of the fast task forces pounding Japan.

Following the surrender of Japan, *Hollandia* underwent conversion at Guam for use as a passenger ship and joined Operation "Magic-Carpet", charged with the gigantic task of returning the thousands of American servicemen in the Pacific. After four such voyages, the ship returned to San Pedro. Departing 4 February 1946, she arrived Puget Sound 15 February and decommissioned 17 January 1947. She was reclassified while in reserve to CVU–97, 12 June 1955 and to AKV–33, 7 May 1959. *Hollandia* was sold to Eisenberg & Co., New York in July 1960, and later scrapped.

Hollandia received two battle stars for World War II service.

Holliday, Cyrus K., see *Gazelle* (IX–116)

Hollidaysburg

A borough in south-central Pennsylvania.

(PCS–1385: dp. 251; l. 136′; b. 24′6″; dr. 8′7″; s. 14.1 k.; cpl. 57; a. 1 40mm., 2 20mm., 4 dcp., 1 dcp. (h.h.), 2 dct.; cl. *PCS–1376*)

PCS–1385 was laid down by Wheeler Shipbuilding Corp., Whitestone, Long Island, N.Y., 8 May 1943; launched 26 August 1944; sponsored by Mrs. Beatrice Leonard; and commissioned 5 October 1944 at New York. Lt. Wilson W. Tarleton in command.

After shakedown out of New York, *PCS–1385* departed New York 23 October for duty at Key West, Fla. Arriving 30 October, she was assigned to the Fleet Sonar School. She operated off the coast of Florida, training officers and men in the use of ASW equipment and in the tactics of detecting and destroying submarines. The submarine chaser remained off Florida for the rest of World War II; then on 1 October she sailed for duty in Miami. During the next 6 weeks she trained Chinese officers prior to their command of transferred patrol ships.

Departing Miami 8 November, *PCS–1385* sailed to Norfolk, and upon arrival 12 November she was designated photographic ship for the Atlantic Fleet Camera Party. She continued operations along the East Coast until she decommissioned 6 April 1956. *PCS–1385* was named *Hollidaysburg* 15 February 1956. Following assignment to Naval Reserve Training, she began important training duties in the 4th Naval District out of Cleveland and Toledo, which have continued through 1967.

Hollis

Ralph Hollis was born 10 September 1906 in Crawfordsville, Ga., and served in enlisted status 1923–26. He was appointed Ensign in the Naval Reserve 21 November 1934 and was called to active duty in May 1941. Ensign Hollis reported to battleship *Arizona* in September and was killed during the Japanese attack on Pearl Harbor 7 December 1941. Over his gallant ship now stands a monument to men like Ensign Hollis who died on board.

(DE–794: dp. 1400; l. 306′; b. 36′10″; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 4 1.1″, 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); 3 21″ tt.; cl. *Buckley*)

Hollis (DE–794) was launched by Consolidated Steel Corp., Orange, Tex., 11 September 1943; sponsored by Mrs. Hermione C. Hollis, widow of Ensign Hollis; and commissioned 24 January 1944 at Orange, Lt. Comdr. G. D. Kissam in command.

Following shakedown in the Atlantic, *Hollis* made two escort voyages along the East Coast and then reported to Quonset Point, R.I., to assist in sonic research. The aim was to find countermeasures for the German acoustic torpedo, and the destroyer escort remained on this important duty until 28 May, when she sailed to Casablanca in a carrier screen. Returning to New York 17 June, *Hollis* was soon at sea again, this time as part of an escort and hunter-killer unit. She operated from July to mid-August escorting convoys in the Mediterranean, and escorted a convoy to the southern France invasion area 15 August as allied troops stormed ashore. In the months that followed, as the offensive gained momentum, *Hollis* continued to act as an escort in the Mediterranean, ensuring the flow of vital supplies and men. She sailed for the United States 28 December, and arrived 18 January to undergo conversion to a high-speed transport at Philadelphia Navy Yard.

Fitted out to carry amphibious assault troops, *Hollis* was reclassified APD–86, 24 January 1945, and conducted her shakedown in April and May off the Atlantic coast. Sailing from Miami 10 May, the ship transited the Panama Canal and sailed for Pearl Harbor and the Pacific war. She arrived 30 May and immediately began training with Underwater Demolition Teams, the Navy's famed "frogmen", on Maui island. Converted to a UDT flagship, *Hollis* sailed to Eniwetok and Guam as the Japanese were accepting surrender terms, arriving Apra Harbor 23 August 1945.

Hollis, now flagship for Pacific UDT forces, sailed to Tokyo Bay to assist in the occupation, arriving 1 September. There she witnessed the formal surrender ceremonies of the Japanese Empire the next day. Following occupation duties the ship sailed for San Diego, where she arrived 23 October, and thence via the Panama Canal to Boston. Arriving 15 February 1946, the transport spent 4 months at Charleston, S.C., before arriving Green Cove Springs, Fla., 13 October 1946. *Hollis* decommissioned 5 May 1947 and entered the Atlantic Reserve Fleet.

With the increase in fleet strength brought about by the Korean conflict, *Hollis* recommissioned 6 April 1951 and conducted shakedown training out of Norfolk. The ship sailed from her home port, Little Creek, Va., 8 October to take part in amphibious exercises in the Caribbean and on the coast of North Carolina, returning 20 November.

For the next 5 years *Hollis* continued to participate in amphibious exercises, antisubmarine training, and maneuvers. In 1954 and 1955 she served briefly as school ship for Fleet Sonar School, Key West. In 1954 she took part in a North Atlantic cold weather exercise off Labrador, and in 1955 her schedule included a month of NROTC midshipman training.

Hollis arrived Green Cove Springs, Fla., 17 July 1956, and decommissioned there 16 October 1956. She remains in the Atlantic Reserve Fleet, berthed at present in Orange, Tex.

Hollis received one battle star for World War II service.

Hollister

Lyle Eugene Hollister, born 6 July 1923 in Sioux Falls, S. Dak., enlisted in the Navy 26 March 1941 at Minneapolis, Minn. Radioman Second Class Hollister first served in *Prairie* before being assigned to *Plunkett* and *Relief*. After duty at the Naval Station, Key West, Hollister was reassigned to *Plunkett*. He was reported missing in action as result of an engagement of *Plunkett* with enemy aircraft during the assault on Anzio, September 1943. Two years younger than their brother, Lyle Eugene, twins William Howard and Richard Jerome Hollister were born 22 November 1925 at Sioux Falls, S. Dak. They enlisted in the Navy 2 March 1943 at Minneapolis. Both were serving in *Liscome Bay* when that carrier was torpedoed in the Gilbert Islands area 24 November 1943. William Howard Hollister died from wounds received in this action; Richard Jerome was reported missing and presumed dead. All three brothers were posthumously awarded the Purple Heart.

(DD–788: dp. 2,425; l. 390′6″; b. 40′11″; dr. 18′6″; s. 35 k.; cpl. 336; a. 3 5″, 12 40mm., 8 20mm., 2 dct., 6 dcp., 5 21″ tt.; cl. *Gearing*)

Hollister (DD–788) was launched 9 October 1945 by Todd Shipyard, Seattle; sponsored by Mrs. Howard J. Hollister, mother of the three Hollister brothers; and commissioned 29 March 1946, Commander W. T. Samuels in command.

After shakedown along the California coast, *Hollister* departed San Diego 9 November 1946 for operations in the Far East. She arrived Shanghai, 1 December and later that month assisted the Korean Government in the prevention of smuggling. She continued operations in Far Eastern waters until returning to San Diego 22 June 1947. For the next 14 months *Hollister* engaged in training exercises and fleet maneuvers along the West Coast.

Hollister departed 1 September 1948 for her second deployment in the western Pacific where she joined the 7th Fleet on peacekeeping operations. She returned to Long Beach 24 April 1949 and operated in California waters until July 1950.

Immediately after Communist North Korea invaded South Korea in June 1950, the United States committed its military might to halting aggression. *Hollister* was among the first reinforcements rushed to the battle area, departing San Diego 5 July. Operating with Fast Carrier Task Force 77, she served as a screening ship and performed plane guard duty. In mid-September *Hollister* engaged in support of the highly successful landing at Inchon.

The 3d Battalion, 5th Marines landed at 0633, 15 September. Later that day Gen. Douglas MacArthur praised the performance saying that "The Navy and Marines have never shone more brightly than this morning." A week later *Hollister* took Rear Admiral Ewen (TF–77) for a conference with Commander 7th Fleet. In a message to his command, Admiral Ewen echoed MacArthur in praising its work: "The performance of Task Force 77 throughout the Inchon operations has added another page to the glorious history of our Navy and its airpower. It has been made possible only through the determination, the relentless effort and the esprit de corps of a team that is really great. Task Force 77 will sail for the high seas soon and will stay at sea until the North Korean Communists have their bellies full . . ." In late September the destroyer was detached for diversionary bombardment in Communist-held areas, effectively weakening enemy positions as American forces smashed north.

In early November 1950, *Hollister* sailed with the Formosa Straits patrol, returning to Korea in mid-December for support of the Hungnam evacuation. She continued support operations, anti-junk patrols and shore bombardment before returning to San Diego 11 April 1951. *Hollister* operated in the San Diego area until she returned to Korean action a year later. In late April 1955, she resumed duties with Task Force 77, including fire-support missions, patrol, antisubmarine warfare exercises and screening duty. *Hollister* joined the Formosa patrol in August, but resumed operations in Korea before returning to San Diego 18 November.

The veteran ship operated out of San Diego until 21 July 1953 when she sailed for another Far Eastern tour. *Hollister* engaged in patrols both off Korea and Formosa to make clear America's objective of protecting her allies. After 6 months in this area she returned home 19 February 1954. In September, she was deployed to the Western Pacific at a time when the Chinese Communists were stirring trouble in the South China Sea. During the

next 3 months she engaged in hunter-killer operations off Japan and had patrol duty in the South China Sea. In late January 1955, *Hollister* accompanied the 7th Fleet in evacuation of Chinese Nationalists from the Tachen Islands. Constant aerial coverage from this powerful carrier force enabled the Nationalists to move from an untenable position. This was considered by some as "the most forthwright U.S. action against communism since the Korean war." She returned to San Diego 13 March for local operations.

Another deployment to the Far East from 27 September 1955 to 11 March 1956, saw *Hollister* resume her important peace-keeping operations in this explosive area. Only 6 months passed before departing on another tour of duty with the 7th Fleet, this time visiting Samoa, New Zealand, Manus, and Guam en route to the South China Sea. In January and February 1957, she operated with the Formosa Patrol and conducted training out of Japan before returning to San Diego 24 March.

Hollister deployed 25 October on her ninth Western Pacific tour. In the early months of 1958 she operated with units of the 7th Fleet on Formosa Patrol. Units in this area were placed on alert as a crisis in Indonesia threatened the existing government. The presence of U.S. seapower exerted a powerful influence; the crisis subsided. The destroyer returned to San Diego 23 April but sailed again for the Western Pacific 18 December to operate with the 7th Fleet. Returning San Diego 13 June 1959, *Hollister* spent the remainder of the year engaged in tactical exercises out of San Diego.

Hollister departed 6 February 1960 for her 11th Western Pacific deployment and began patrol duty in the Formosa Straits. This tour of duty also saw her engaged in various antisubmarine warfare exercises with the Philippine Navy. She returned to San Diego 14 June to resume training and readiness operations.

Hollister entered the Puget Sound Naval Shipyard 15 March 1961 for FRAM (Fleet Rehabilitation and Modernization) overhaul, remaining there through the end of the year for addition of a helicopter deck and hangar aft. After refresher training, she departed Long Beach 7 June 1962 for duty with the 7th Fleet. This cruise came after the Laos crisis and Communist insurgency threatened Thailand. Once again the Navy came to the support of a small country whose freedom was in jeopardy.

She remained in the Far East until 21 December 1962 when she returned to Long Beach. During 1963 *Hollister* engaged in shore bombardment exercises and antisubmarine training off the coast of California and in Hawaiian waters.

In the first half of 1964, *Hollister* engaged in antisubmarine exercises on the American West Coast. On 19 June, she departed Long Beach, Calif., with an antisubmarine group bound for Pearl Harbor, arriving 27 June. After a passage to Japan, she took up station for contingency operations in the South China Sea on 4 August, and received the Armed Forces Expeditionary Medal for her patrol services off Vietnam. After continuing these operations intermittently until 17 November, *Hollister* began transit from Yokosuka, Japan, to Long Beach on 23 December, arriving 6 January 1965.

With 3 months of overhaul complete, the ship engaged in continuous training exercises from 28 May to 20 August. Deploying again to the western Pacific in August, *Hollister* was ordered to Taiwan Patrol duty on 14 September.

By 22 September, she returned to Subic Bay, Philippine Islands, to commence plane guard and antisubmarine screen duties supporting *Bon Homme Richard* (CVA–31). *Hollister* accompanied the aircraft carrier on Yankee Station off Vietnam, giving valuable support to the naval might exercised in preserving that country's independence.

On 19 December she left station and arrived in Yokosuka 30 December, prior to her departure for the United States the following day.

After a 6-month repair and training period, *Hollister* left Long Beach 25 June for the Far East once again. Arriving 15 July, she screened carriers and prevented infiltration of supplies to the Viet Cong. *Hollister* remained in the Far East, where she was on station in May of 1967.

Holly

Any of a genus of trees and shrubs having thick, glossy, spiny margined leaves and bright red berries.

I

(LHT: t. 367; l. 176′; b. 24′; dr. 8′6″; s. 9 k.; cpl. 23)

The first *Holly*, a wood and steel lighthouse tender, was built in Baltimore in 1881, and was owned by the Department of Commerce, Lighthouse Service, until being

USS *Hollister* (DD–788) on 9 January 1962

taken over by the Navy 15 April 1917. She served in the 5th Naval District, operating from Norfolk on general and patrol duty during the balance of World War I. The steamer was returned to the Lighthouse Service by Executive order dated 1 July 1919.

II

(YN–14: dp. 560; l. 163'2"; b. 30'6"; dr. 11'8"; s. 12 k.; cpl. 48; 1 3"; cl. *Aloe*)

The second *Holly* (YN–14) was launched by Marietta Manufacturing Co., Point Pleasant, W. Va., 17 April 1941; and after the long trip down the Ohio and Mississippi Rivers was placed in service at Algiers, La., 11 October 1941, Ens. R. G. Coburn, Jr., in command.

The net tender spent the first year of her service at various Gulf and East Coast ports servicing harbor nets. She performed this duty at Key West, Newport, and Boston. *Holly* commissioned at Boston 15 December 1942, Lt. J. M. C. Tighe in command.

Holly sailed 24 December 1942 to tend nets in New York harbor and harbors on the island of Jamaica, en route to the Canal Zone where she arrived 19 January 1943. There she continued servicing net defenses until departing in convoy for Bora Bora 19 February. In the months that followed she steamed between Pago Pago, Suva Harbor, Noumea, and Espiritu Santo, working on vital net facilities which helped keep American bases and staging areas secure. *Holly*'s classification was changed to AN–19, 20 January 1944.

In early 1944, the ship joined LST Flotilla 5 in preparation for the invasion of the Marianas. Arriving Kwajalein 6 June 1944, the ship sailed 3 days later with an LST group for the invasion area. During the preinvasion bombardment and reconnaissance 17 June, the fleet came under heavy air attack. *Holly*'s guns assisted in downing several enemy planes; and, when *LCI–468* was damaged in the battle, moved swiftly to take her in tow. With the assault well underway, the net tender proceeded to Eniwetok 25 June, arriving 5 days later.

Holly resumed her net servicing duties in the South Pacific during the remainder of the war, returning to San Pedro soon after the surrender of Japan 15 August 1945. After a short voyage to Pearl Harbor to help dismantle net defenses September–October she arrived Bremerton, Wash., 28 October 1945. and decommissioned at Astoria 7 June 1946. *Holly* remained in the Pacific Reserve Fleet until being stricken 1 September 1962, and transferred to the National Defense Reserve Fleet, Olympia, Wash., under Maritime Administration custody.

Holly received one battle star for World War II service.

Hollyhock

(SwStr.: dp. 352; l. 135'; b. 26'9"; dph. 11'; s. 14 k.; a. 1 20½-pdr., 1 12-pdr. how.)

Reliance was a sidewheel steamer purchased by Rear Admiral Farragut at New Orleans 5 March 1863, to tow supplies upriver. She was present below Port Hudson in early March as Farragut prepared for his gallant passage of the batteries 14 March, and was subsequently sent to Berwick Bay, La., to take part in the relentless pressure of the blockade which strangled the South.

She was renamed *Hollyhock* in June or July 1863, and for nearly 2 years she served as a tender and supplyship based at New Orleans. On this vital service she plied the river from New Orleans to the mouth. *Hollyhock* did participate, however, in one of the most daring episodes of the war, the escape of the Confederate ram under Lt. Charles W. Read from the Red River. Read's ship, *William H. Webb*, ran the blockade of the mouth of the Red River 23 April, and sped toward New Orleans and the Gulf of Mexico, eventually hoping to make Havana. As *William H. Webb* passed New Orleans, all available ships including *Hollyhock* gave chase. The fleeing *Webb* finally encountered *Richmond*, sent upriver to stop her, and ran aground on the bank to avoid capture.

Hollyhock continued to serve at New Orleans until she was sold there to Mr. P. Bennett 5 October 1865.

Holmes

(PF–81: dp. 1,430; l. 303'11"; b. 37'8"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma*)

Holmes (PF–81), originally designated PG–189, was built under Maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–81, 15 April 1943, renamed *Hong Kong*, then *Tobago* and launched 27 September 1943, sponsored by Mrs. D. W. Ambridge, Ottawa, Canada. *Tobago* was then completed and transferred under Lend-Lease to the United Kingdom 12 August 1944 as part of the 21-ship "Colony" class. She served as a patrol and escort vessel until being returned to the United States 13 May 1946. The frigate was subsequently sold to Boston Metals Co., of Baltimore, Md., for scrapping, but was resold to Egypt in 1950 for use as a passenger vessel by Khedivial Mail Lines, Alexandria.

Holmes

Sir Robert Holmes, a British naval commander distinguished for service in the Dutch Wars.

(DE–572: dp. 1,400; l. 306'; b. 37'; dr. 9'5"; s. 24 k.; cpl. 186; a. 3 3", 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Buckley*)

Holmes (DE–572) was launched by Bethlehem-Hingham Shipyard, Hingham, Mass., 18 December 1943. Designated for transfer to Great Britain under Lend-Lease, she was delivered and commissioned by the Royal Navy 31 January 1944. After serving throughout the rest of the war as an escort vessel, she was returned to the United States, stricken from the Navy List 7 February 1946, and sold to Walter H. Wilms & Co., Detroit, Mich., in October 1947. *Holmes* was subsequently scrapped.

Holmes County

Counties in Florida, Mississippi, and Ohio.

(LST–836: dp. 1,625; l. 328'; b. 50'; dr. 11'; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–511*)

LST–836 was laid down by American Bridge Co., Ambridge, Pa., 11 September 1944; launched 29 October; sponsored by Mrs. H. E. Hetu; and commissioned 25 November, Ens. Elmo J. Sullivan in command.

After shakedown off Florida, *LST–836* loaded ammunition, lumber, and cement, then departed New Orleans 2 January 1945. She unloaded the cargo at Balboa, C.Z., and proceeded to San Diego, arriving on the 23d. In early February she sailed for Hawaii, where she trained, embarked troops, then steamed to the Marshall Islands. Following 3 weeks of preparation in the Marshalls and Carolines, the landing ship departed Ulithi 12 April for Okinawa. With the battle for this strategic base well underway, *LST–836* arrived 6 days later; unloaded troops and equipment and returned Ulithi 29 April.

For the rest of the war, she shuttled cargo and troops throughout the Pacific; then after VJ day was assigned to duty with the occupation forces in Japan. Returning to the United States *LST–836* arrived San Francisco 19 January 1946; and remained on the West Coast until she decommissioned at Vancouver, Wash., 25 July 1946.

Following 4 years in the Pacific Reserve Fleet, *LST–836* recommissioned at Bremerton 3 November 1950, Lt. Thomas J. McLaughlin in command. After refresher training she sailed for the Far East, to aid United Nations forces, in their struggle to stop Communist aggression in South Korea. Arriving Yokosuka 28 March 1951. the veteran landing ship was once again assigned to a battle zone and for the next 8 months shuttled cargo and troops between Japan and various Korean ports.

After a brief stateside overhaul in early 1952, *LST–836* departed San Diego 24 July for operations in conjunction with the first hydrogen bomb tests in the Marshall Islands. From August to November she aided scientists as they tested this new source of power that will affect mankind in both war and peace. She returned to San Diego; then, after a brief respite, sailed 16 March 1953 for further duty in the still raging Korean conflict. Arriving Yokosuka 22 April, *LST–836* immediately commenced cargo runs from the staging areas to Inchon.

When the fighting ended, *LST–836* remained in the Far East to transport cargo to the United Nations peacekeeping force stationed in Korea. From 1954 to 1959, she made three Westpac cruises and participated in training operations along the West Coast. On 1 July 1955, *LST–836* was named *Holmes County*.

Following a FRAM overhaul in late 1959, the landing ship was assigned to the Pacific Amphibious Force, and for the next 5 years *Holmes County* engaged in amphibious exercises along the West Coast and in the Hawaiian Islands.

When Communist aggression continued as an external threat to the people of South Viet Nam, the United States responded to preserve the freedom of the little Asian country. On 11 October 1965, *Holmes County*, a veteran of two conflicts, departed San Diego for operations in Southeast Asia. She arrived Da Nang, South Vietnam, 22 November and operated there for the rest of the year and into 1966. On 29 March 1966, after 89 days in the combat zone, *Holmes County* steamed for Yokosuka, Japan, for upkeep before starting the 5,500-mile journey home. *Holmes County* received the following message from Commander 7th Fleet: "As you depart 7th Fleet Intra-Coastal Task Unit, be assured you leave behind an admiration for the extraordinary work you have done this cruise."

On 26 May *Holmes County* arrived home. After serving in the San Diego area for 4 months, she participated in Operation "Base Line" in October. This was one of the largest peacetime operations conducted by the Pacific Fleet.

LST–836 received one battle star for World War II service and three stars for the Korean Conflict.

Holston River

A river in East Tennessee.

(LSMR–509: dp. 790; l. 206; b. 35′; dr. 8′; s. 13 k.; cpl. 147; a. 1 5″, 4 40mm., 8 20mm., 4 4.2″ m., 10 rkt.; cl. *LSMR–401*)

LSMR–509 was laid down by Brown Shipbuilding Co. Inc., Houston, Tex., 7 April 1945; launched 5 May; and commissioned 2 June, Lt. William R. Hawes in command.

After shakedown in the Chesapeake Bay, *LSMR–509* engaged in training operations along the East Coast out of Little Creek, Va. Sailing 20 September, she cruised to New Orleans, then proceeded up the Mississippi and Ohio

USS *Holmes County* (LST–836) at San Diego 20 July 1964

Rivers ariving Pittsburgh 22 October for Navy Day ceremonies.

LSMR–509 returned to Little Creek 14 December, operated along the East Coast for the next 10 months, then departed Little Creek 18 October 1946, for the West Coast. Arriving San Diego 20 November, she operated in an inactive status until she decommissioned 5 February 1947, and joined the Pacific Reserve Fleet. While berthed with the San Diego Group she was named *Holston River* 1 October 1955. Her name was struck from the Navy List 1 October 1958.

Holt

William Mack Holt was born 9 September 1917, at Great Falls, Mont., and enlisted in the Navy 4 October 1940. Appointed an Aviation Cadet 26 December 1940, he reported to *Enterprise* as a fighter pilot 16 December 1941. Later transferred to the fighter group on board *Saratoga*, Holt participated in the air operations over Guadalcanal so vital in saving the marine beachhead. Sighting a group of about 27 enemy bombers with escort 7 August 1942, Holt led his two-plane section through the enemy fighters, downing several, and helped to turn back the bombers, continuing his relentless attacks until his own aircraft was shot down. Lieutenant (j.g.) Holt was posthumously awarded the Navy Cross for his heroism.

(DE–706: dp. 1450; l. 306′; b. 36′10″; dr. 9′8″; s. 24 k.; cpl. 186; a. 2 5″, 3 21″ tt., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Rudderow*)

Holt (DE–706), a destroyer escort, was launched by Defoe Shipbuilding Co. of Bay City, Mich., 15 February 1944; sponsored by Mrs. Robert Holt, mother of the namesake; and commissioned at New Orleans, La., 9 June 1944, Lt. Comdr. Victor Blue commanding.

Holt conducted her shakedown cruise off Bermuda and after a short stay in Boston reported to Norfolk, Va., 8 August 1944. Until 19 August she helped carry out shallow water tests in the Patuxent River, Md., and then joined Escort Division 74 at Norfolk. *Holt* screened escort carriers *Wake Island* and *Mission Bay* from Norfolk to Newport, R.I., and departed 5 September 1944 on antisubmarine operations along the Eastern seaboard. She came upon the torpedoed SS *George Ade* 12 September and joined in the search for the U–boat which had attacked her. The search had to be called off, however, as a hurricane approached the next day. *Holt* returned to Norfolk, and after escorting coastal convoys to Boston and New York sailed from Norfolk for the Pacific.

The escort and her division transited the Panama Canal 23 October and arrived Hollandia, New Guinea, via the Galapagos and Society Islands 21 November. The ship then became a unit of the 7th Fleet and departed 28 November to join carrier forces in Leyte Gulf providing protection for the vital military operations ashore. She completed this duty 11 December, and steamed with a convoy toward Mindoro for the establishment of a motor torpedo base on that island. During this invasion, an important step in the retaking of the Philippines, *Holt*'s gunfire protected her supply convoy and shot down several planes attempting to attack the invasion forces during the landings 15 December. The destroyer returned to Leyte with a convoy 17 December and remained in San Pedro Bay until 22 December 1944.

Holt's next duty was guarding supply ships on the voyage to Hollandia, and after a stop at Manus Island she got underway once more from Hollandia 8 January with the resupply convoy for Lingayen Gulf. Steaming by way of San Pedro Bay, the task group reached Lingayen 21 January 1945, and *Holt* began antisubmarine patrol in support of troop movements ashore. She remained in the gulf until 27 January, downing a suicide plane which nearly crashed her 23 January and provided protection for the convoys off the beaches.

Departing Lingayen 27 January, *Holt* arrived San Pedro Bay 1 February, and after escorting another convoy to Lingayen Gulf entered recently-liberated Subic Bay 12 February 1945. *Holt* served as an escort to and from the harbor entrance until she steamed from Subic Bay 27 March to aid in one of the final operations for the securing of Luzon. Arriving off Legaspi 1 April, *Holt* provided fire support during the landing that day and then returned to Subic Bay to convoy supporting forces back to Legaspi for the landings 7–8 April. Possession of this area allowed American forces to control the shores of San Bernadino Strait, thus shortening the supply routes from Leyte Gulf to the assault areas on the western shores of the Philippines.

Returning to San Pedro Bay, *Holt* next steamed to Morotai to join a convoy in support of the assault on Taraken Island, Borneo. The first target in the series of Borneo landings, Taraken was taken by Australian forces under Marine and Navy air support 1 May, and *Holt* arrived with supply ships 5 days later. The ship was forced to remain constantly on the alert for suicide swimmers and limpet mines while in the roads, but departed Borneo safely 9 May for San Pedro Bay.

After repairs in floating drydock, *Holt* was assigned to weather patrol, and cruised the eastern South China Sea sending reports to help guide movements of the vast fleets then operating in the Pacific. On this duty until 18 December 1945, she departed that date with 75 persons on board for San Francisco via the Marshalls and Pearl Harbor, arriving 9 January 1946.

Decommissioned 2 July 1946, *Holt* was assigned to San Diego Group, Pacific Reserve Fleet, until December 1962, when she began preparations for transfer to a foreign country. Loaned to the Republic of Korea 19 June 1963 under the Military Assistance Program, she serves as *Chung Nam* (DE–73).

Holt received two battle stars for World War II service.

Holton

Ralph Lee Holton was born 19 September 1918, and graduated from the Naval Academy in December 1941. He was awarded the Navy Cross for his valiant rescue work aiding survivors of the stricken carrier *Lexington* 8 May 1942 in the Battle of the Coral Sea. As officer-in-charge of a boat detailed to rescue survivors from the burning carrier, Ensign Holton, under a hail of flaming debris from bombs, ammunition, and gasoline exploding on *Lexington*, persistently returned to the stricken ship and thus effected a series of daring rescues in which he saved the lives of many members of the ship's crew who otherwise would have been lost. Less than a month later, 6 June, Ensign Holton was reported missing and presumed dead as his ship, the destroyer *Hamman*, was sunk during the Battle of Midway.

(DE–703: dp. 1,400; l. 306′; b. 36′10″; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 4 1.1″, 8 20mm., 3 tt., 2 dct., 8 dcp., 1 dcp. (h.h.).; cl. *Buckley*)

Holton (DE–703) was launched 15 December 1943 by Defoe Shipbuilding Co., Bay City, Mich.; sponsored by Mrs. Edith Holton, mother of Ensign Holton; and commissioned 1 May 1944 at New Orleans, Lt. Comdr. J. B. Boy, USNR, in command.

After shakedown, the new destroyer escort sailed 24 July on the Norfolk-Bizerte convoy run, returning without incident to Boston 9 September. On her second transatlantic convoy, begun 2 October, *Holton* went into action 14 October as two ships, a cargo vessel and a tanker loaded with high octane gasoline, collided about 400 miles off the African coast and burst into flames. After picking up the crew of the Liberty ship, *Holton* remained close aboard and sent over a repair party to salvage the fiercely burning ship. Although her hull was being crushed from rolling against the other ship, *Holton* lay alongside through a long night with six hose lines running to the stricken ship and by morning had succeeded in getting the fire under control. The next day the ship's crew was transferred back on board and with *Holton* as escort she proceeded to Dakar, two-thirds of the cargo as well as the ship having been saved.

Ordered to the Pacific, *Holton* departed Norfolk Christmas Day 1944, and arrived at Manus, Admiralty Islands, 5 February 1945 for duty in the Philippines. From then through the end of the war some 6 months later, her principal duty was escorting convoys within the Philippine Sea Frontier boundaries. After escorting two Navy ships to Tokyo Bay 31 August, *Holton* shepherded a convoy from Okinawa to Korea 11–13 September and then made two similar voyages to the Chinese coast. Departing Okinawa 8 November, the DE streamed her homeward-bound pennant and reached Boston via Pearl Harbor, San Diego, and the Panama Canal 15 December. Proceeding down the coast, *Holton* berthed at Green Cove Springs, Fla., 20 January 1946 and remained there until decommissioning and going into reserve 31 May 1946. *Holton* was moved in January 1947 to Orange, Tex,, where she remains.

Holy Cross, see *Kite* (AM–75)

Hombro

An Indian word meaning "Mr. Shoulders".

(YTB–506: l. 100′; b. 25′; 9′7″)

Hombro (YTB–506), a large harbor tug, was launched by Commercial Iron Works, Portland, Oreg., 1 May 1945, and placed in service 7 July 1945. She operated in the 13th Naval District, based at Seattle, Wash., until being placed in reserve out of service in July 1947 at Tacoma, Wash. She remained in reserve for 17 years.

In September 1964 the tug was called back to active service and at present operates in the 12th Naval District at San Francisco. *Hombro* was reclassified YTM–769 in March 1966.

Home

(ScStr: dp. 725; l. 165′; b. 29′9″; dph. 11′; s. 6 k.; a. 2 24-pdr. how., 1 12-pdr. r.)

Home, a screw steamer, was built as *Key West* in 1862 at Brooklyn, New York. She was purchased by the Navy at New York 14 August 1863, commissioned 21 August 1863, Acting Master W. H. Garfield commanding, and name changed to *Home*.

Assigned to the South Atlantic Blockading Squadron, *Home* sailed after commissioning for Charleston towing monitor *Lehigh*. *Home* was assigned by Rear Admiral Dahlgren as a rest ship, to which the exhausted crews of the steaming monitors could retire after the fierce bombardments of early September. She remained off Charleston with periodic trips to Port Royal for repairs until July 1864, when she was assigned to act as a hospital ship inside the bar at Charleston. She continued her combination blockader-hospital ship service until mid-1865, when she took up lightship duties in the harbor. During this period *Home* also sent members of her crew ashore on boat expeditions in the Charleston area, notably 5 March 1865 when an important reconnaissance of Charleston harbor obstructions was effected.

Home returned to New York in August 1865 and decommissioned 24 August 1865. Redocumented *Key West*, she returned to merchant service; she was stranded and lost off Cape Hatteras 12 October 1870.

Honduras

(SwStr: t. 376; l. 150′; b. 27′; dph. 10′; s. 12 k.; a. 2 12-pdr. r.)

Honduras, a side wheel steamer, was built in 1861 at New York and purchased from her owner, Simeon Ackerman, 31 July 1863. Converted to Navy use, she commissioned at New York Navy Yard 8 September 1863, Acting Lieutenant T. Stites in command.

Assigned as a supply boat and dispatch steamer with the East Gulf Blockading Squadron, *Honduras* sailed for Key West soon after commissioning. She carried mail and dispatches, and in addition served on the blockade which so effectively strangled southern commerce and strength. She captured British blockade-runner *Mail* in the Gulf of Mexico 15 October 1863, and early the next year supported a joint operation at the mouth of the Caloosahatchie River. *Honduras* carried troops to the mouth of the river and disembarked them 4 January 1864. In addition to her regular dispatch duties, the steamer also participated in the capture of Tampa, Fla., by joint expedition, 4–7 May 1864. *Honduras*, with *Sunflower* and *James L. Davis*, carried General Woodbury and his troops to Tampa and provided a naval landing party which joined in the assault. During the successful operation the ships also captured blockade-running sloop *Neptune* 6 May.

Continuing to supply the squadron, *Honduras*, like many of the ships in that tropical climate, suffered from yellow fever among the crew during July 1864, and spent much of her time at Key West. She interrupted her regular itinerary among the stations of the squadron 4 January 1865 to come to the assistance of *San Jacinto*, stranded on a reef in the Bahamas. *Honduras* helped to salvage ordnance and equippage from the stricken ship.

Honduras also participated in a joint expedition to the mouth of the St. Marks River, Fla., 23 February–7 March 1865. Gunboats with troops embarked destroyed Confederate installations near the mouth of the river, and effectually blockaded it against illegal commerce. In July 1865 *Honduras* was ordered to New York, where she decommissioned 5 August. The steamer was sold 5 September 1865 to W. A. Lightfall and returned to merchant service, finally stranding off Key West, Fla., in 1870.

Honesdale

A borough of Wayne County, in northeastern Pennsylvania.

(PC–566: dp. 277; l. 178′; b. 23′; dr. 8′; s. 20 k.; cpl. 59; a. 1 3″, 1 40mm., 2 20mm., 2 rkt., 2 dcp., 2 dct.; cl. *PC–461*)

PC–566 was laid down by Brown Shipbuilding Co., Houston, Tex., 14 August 1941; launched 31 March 1942; sponsored by Miss Ruby Joyce Halfin; and commissioned 15 June, Lt. Comdr. H. C. Claudius in command.

After shakedown *PC–566* was assigned to patrol and escort operations in the Gulf of Mexico and Caribbean. Throughout the war, the subchaser remained in the Florida-Caribbean area on patrol and escort duty and also as a training ship out of Miami. In March 1945, she was attached to the Fleet Experimental Sonar School, Key West, then resumed duties the following month at the Naval Training Center in Miami.

After World War II, *PC–566* continued training exercises along the East Coast, and in the Caribbean until late 1946. *PC–566* decommissioned 8 January 1947, and joined the Atlantic Reserve Fleet. While berthed at Norfolk, she was named *Honesdale* 1 February 1956. *Honesdale* was struck from the Navy List 1 July 1960 and sold to Venezuela in June 1961.

Honesty

A British name retained. A common garden plant with large purple flowers.

Caprice (PG–90) (*q.v.*) was renamed HMS *Honesty* upon transfer to the United Kingdom under lend-lease 28 May 1943.

Honeysuckle

(ScStr: t. 241; l. 123′; b. 20′2″; dph. 10′; s. 12 k.; a. 2 20-pdr.)

Honeysuckle, a wooden screw steamer, was built as *William G. Fargo* in 1862 at Buffalo, N.Y., and was purchased 19 August 1863 at New York from her owner, Frank Perew. Renamed *Honeysuckle*, she commissioned at New York Navy Yard 3 December 1863, Acting Ensign Cyrus Sears commanding.

Intended for use as a tug and offshore blockader, *Honeysuckle* departed New York 24 December 1863 and sailed by way of Hampton Roads and Charleston to Key West, arriving about 8 January 1864. There she was assigned a blockading station in the Gulf of Mexico west of the Florida coast as part of the East Gulf Blockading Squadron. In the next few months the ship was very active, tightening the noose of the blockade. She captured *Fly* 11 January, *Florida* 20 March, and *Miriam* 27 April 1864.

Early in May *Honeysuckle* served as a dispatch vessel at Key West and during the next 2 months was hit by an epidemic of yellow fever among the crew. In August she became a supply vessel, making one notable trip to Indian River with medical supplies for *J. S. Chambers*, a ship stricken with fever. *Honeysuckle* continued to act as a supply vessel and tug until December 1864, when she was reassigned to active blockade duty after a repair period at Key West. Taking up station off Cedar Keys, she captured three more blockade runners in early 1865: *Augusta*, 17 January; *Sort*, 28 February; and *Phantom*, 2 March.

Honeysuckle sailed to Tampa at war's end, and thence to New York where she decommissioned 30 June 1865. Sold to a private buyer, she became merchant ship *Honeysuckle* late in 1865 and remained active until 1900.

Honolulu

The capital of Hawaii.

I

(dp. 4,902; l. 412′; b. 51′; dr. 25′3″; s. 12 k.; a. 1.5″; 1 3″)

The first *Honolulu* was built as *Itasca* by Armstrong Whitworth Ltd., Newcastle, England, in 1905. She was taken over by Resolution of Congress 12 June 1917; transferred to USSB ownership and assigned to Army service. Although she operated as a U.S. cargo transport with Navy crew, there is no record of her commissioning. The name was changed to *Honolulu* 26 July 1918. Her service included cargo cruises between the United States and various French ports. Navy personnel were released in March 1919 and she was rejected for further service 2 April 1919. *Honolulu* was returned to the USSB and sold 26 January 1920. Her name was later changed to *Commercial Trader*.

II

(CL–48: dp. 9,650; l. 608′4″; b. 61′9″; dr. 19′5″; s. 34 k.; cpl. 868; a. 15 6″, 8 5″, 16 1.1″, 8 20mm., 8 .50 cal. mg.; cl. *Brooklyn*)

The second *Honolulu* was launched 26 August 1937 by the New York Navy Yard; sponsored by Miss Helen Poindexter, daughter of the Governor of Hawaii; and commissioned 15 June 1938, Captain Oscar Smith in command.

After a shakedown cruise to England *Honolulu* engaged in fleet problems and exercises in the Caribbean. She sailed from New York 24 May 1939 to join the Pacific fleet, arriving San Pedro, Calif., 14 June. For the remainder of the year she engaged in exercises along the West Coast. During the first half of 1940, *Honolulu* continued operations out of Long Beach and after overhaul at Puget Sound, sailed 5 November for duty out of Pearl Harbor. She operated there through 1941 and was moored at the Naval Station when the Japanese launched their sneak attack 7 December 1941. *Honolulu* suffered only minor hull damage from a near miss. Following repairs she sailed 12 January 1942 to escort a convoy to San Francisco, arriving 21 January. The cruiser continued convoy escort duty to Australia, Samoa, and the United States until late May.

With the Japanese pushing north toward the Alaskan peninsula, *Honolulu* departed 29 May to strengthen America's position in that area. After 2 months of continuous operations out of Kodiak, she proceeded to Kiska Island in the Aleutians 7 August, to begin bombardment of the island. On 21 August, she screened the first American landings in the Aleutians at Adak Island (a jumping-off place for future landings in the island chain). After a yard period at Mare Island, *Honolulu* departed San Francisco 3 November escorting a convoy to Noumea. Later that month *Honolulu* sailed from Espiritu Santo to intercept an enemy convoy attempting to reinforce positions on Guadalcanal. The Battle of Tassafaronga began shortly before midnight 30 November, continuing through the night. Although Admiral Wright's Task Force 67 suffered damage to cruisers *Minncapolis*, *New Orleans*, and *Pensacola* and lost *Northampton* in this battle, the enemy was denied the planned reinforcement of Guadalcanal.

Honolulu operated out of Espiritu Santo in early 1943 with Task Force 67 in an attempt to engage the "Tokyo Express." During May she engaged in heavy bombardment on New Georgia in the Solomon Islands. *Honolulu* departed Espiritu Santo 28 June for more bombardment of the Solomons. After supporting the landings on New Georgia on the 4th of July, she opened fire on enemy ships in the vicinity of Kula Gulf, knocking out one destroyer and assisting in the destruction of others.

The battle-proved cruiser had another opportunity to damage the Japanese fleet 13 July in the Battle of Kolombangara. Shortly after midnight contact was made with an enemy cruiser-destroyer force in the "Slot." At 0110, *Honolulu* opened fire on a *Sendai* class cruiser; after three salvos the target burst into flame and was soon dead in the water. *Honolulu* then shifted fire on an enemy destroyer, which was immediately hit and disappeared. At 0211, a torpedo very near the surface struck the starboard side of *Honolulu*, causing hull damage. The task force then retired to Tulagi for temporary repairs, and on 16 August *Honolulu* arrived Pearl Harbor for overhaul.

After additional repairs at Mare Island, *Honolulu* departed San Francisco 17 November to continue her effective role in the struggle against Japan. She arrived Espiritu Santo 11 December, resuming operations in the Solomons later that month. On 27 December she engaged in the bombardment of an enemy barge, troop, and supply concentration on Bougainville Island. In the early months of 1944 the cruiser continued bombardment and patrol of the Solomon Islands. She screened the landings off Green Island 13 February before retiring to begin preparations for the Saipan and Guam operations.

Honolulu took part in bombardment of the southeastern part of Saipan in early June as the American Navy drove steadily across the Pacific. While bombarding Guam in mid-June, *Honolulu* was deployed north to intercept the Japanese fleet. She returned to Eniwetok 28 June for replenishment before providing support for the invasion of Guam. She remained on station for 3 weeks performing great service with her accurate gunfire before returning to Purvis Bay, Florida Island, 18 August. *Honolulu* sailed 6 September to provide fire support for the landings on Palau Island, remaining in this area during September uncontested by the Japanese fleet. America now had decisive command of the sea and therefore full freedom of operations.

Honolulu departed the staging area at Manus Island 12 October and sailed for the Philippine Islands invasion. She began bombardment 19 October at Leyte Gulf and the next day began screening the landings. At 1600, 20 October an enemy torpedo plane was sighted as it aimed its torpedo at *Honolulu*. Despite the skillful maneuvering of

Captain Thurber to evade, the torpedo found its mark on the port side.

Honolulu sailed the next day, arrived Manus 29 October for temporary repairs, sailed for Norfolk 19 November, arriving 20 December via Pearl Harbor and San Diego. *Honolulu* remained at Norfolk for the duration of the war undergoing repairs and after a shakedown cruise in October 1945, sailed to Newport for duty as a training ship. *Honolulu* arrived Philadelphia 8 January 1946 and decommissioned there 3 February 1947 and joined the Reserve Fleet at Philadelphia. On 17 November 1949 *Honolulu* was sold for scrapping.

Honolulu received eight battle stars for World War II service.

Hood, John, see *John Hood* (DD–655)

Hooper

Stanford Caldwell Hooper was born in Colton, Calif., 16 August 1884, and graduated from the Naval Academy in 1905. Serving in various ships of the fleet, but always with an interest in the then new art of the "wireless", Hooper was appointed Fleet Radio Officer in 1912. A radio observer during the first part of World War I, he headed the Radio Division of the Bureau of Engineering until America's entry into the war. Hooper commanded destroyer *Fairfax* 1917–18 on convoy duty, and received the Navy Cross. Following the war he became the guiding force behind the development of radio communications and electronics in the Navy, serving in various technical posts until his retirement in 1943. Rear Admiral Hooper was retained on active duty until 1945, and held offices with civilian firms in the electronics field until his death 6 April 1955. He was the recipient of many awards for his work in radio, and is honored annually by the Navy through the Rear Admiral S. C. Hooper Trophy, given to the outstanding electronics division in the Naval Reserve.

(DE–1026: dp. 1,450; l. 314'6"; b. 36'9"; dr. 13'9"; s. 25 k.; cpl. 170; a. 4 3"; Weapon ALFA, 1 dct., 8 dcp., 2 21" tt.; cl. *Evans*)

Hooper (DE–1026), originally *Gatch* but renamed 19 July 1956, was launched by Bethlehem-Pacific Coast Steel Corp., San Francisco, 1 August 1957; sponsored by Miss Elizabeth Hooper, daughter of Rear Admiral Hooper; and commissioned at San Francisco 18 March 1958, Lt. Comdr. J. K. Leslie in command.

One of a new class of fast escort vessels designed for convoy work, *Hooper* conducted shakedown training out of her home port, San Diego, before deploying with the 7th Fleet. The escort vessel took part in antisubmarine operations and joined the vital Formosa Patrol before returning to the United States 9 April 1959. Through 1961 she continued to operate with the 7th Fleet and in the San Diego area.

In January 1962, *Hooper* began a 2-month assignment as school ship at San Diego for antisubmarine training. Entering the yard at Hunter's Point in March, the ship had her after 3" mount replaced with a helicopter flight deck to increase her versatility, and also had the newest sonar equipment installed. Returning to her regular pattern of deployments to the Far East, *Hooper* continued to play an important role in keeping the peace in this vital area. In addition to her regular operations, she took part in SEATO maneuvers in the spring of 1963.

After serving in Hawaiian waters, *Hooper* returned to the Far East in July 1964. During November *Hooper* patrolled the Taiwan Strait. She returned to San Diego

USS *Honolulu* (CL–48)—Admiral Husband E. Kimmel's flagship 1939 to February 1941

16 December where she conducted coastal operations through 1965.

On 6 January 1966 *Hooper*, along with *Bridget* (DE–1024), *Evans* (DE–1023), and *Bronstein* (DE–1037), escorted *Yorktown* (CVS–10) to Hawaii. She then departed Pearl Harbor 7 February for Yokosuka, Japan, where she arrived 17 February. From 21 February to 18 March, she patrolled the Formosa Strait again. During the next 6 months *Hooper* operated off Vietnam, contributing to the safety of the legitimate government of South Vietnam. On 15 July *Hooper* departed Yokosuka for San Diego. En route the ship assisted in the search for a downed Royal Thailand Army DC–3 carrying Brigadier General Joseph Stillwell, Jr. The search was fruitless. Arriving at San Diego 22 July, *Hooper* operated off the West Coast for the remainder of the year and into 1967.

Hooper Island

Named for an island located in the Chesapeake Bay.

(ARG–17, dp. 5,159; l. 441'6"; b. 56'11"; dr. 23'; s. 12 k.; cpl. 500; a. 1 5", 3 3", 4 40mm., 12 20mm., cl. *Luzon;* T. EC2–S–C1)

Hooper Island (ARG–17), ex-liberty ship *Bert McDowell*, was launched 30 October 1944 by Bethlehem-Fairfield Shipyards Inc., Fairfield, Md., under a Maritime Commission contract; sponsored by Mrs. Hattie Singer, and commissioned 13 July 1945, Commander E. B. Guernsey in command.

After shakedown off the Virginia coast, *Hooper Island* departed 1 September 1945 for the western Pacific and reached Sasebo, Japan, 9 November to provide repair services to the Pacific Fleet. She remained there on repair duty until 31 October 1946, when she sailed for Tsingtao, China, to perform similar services in support of U.S. operations to stabilize China. *Hooper Island* completed her deployment 14 August 1947, when she sailed for San Francisco, arriving there 5 September. She remained there until she decommissioned at Alameda, Calif., 24 January 1948 and joined the Reserve Fleet.

With the outbreak of the Korean conflict, and the need for additional vessels to halt Communist aggression, *Hooper Island* was recommissioned 12 April 1952, Comdr. Frank H. Rile in command.

After shakedown and repair duty on the west coast, *Hooper Island* sailed from Long Beach 3 December 1952, bound for the trouble-filled waters of the Far East. From December 1952 until December 1955 she made three deployments to the Western Pacific in support of the 7th Fleet, thereby playing a major role in America's determination to stop the spread of communism. From August 1954 to July 1955 she supported units of the fleet when they evacuated almost 300,000 citizens of North Vietnam (scheduled to be handed over to Communist authority) to the South. Vietnamese President Diem responded to this humanitarian operation known as "Passage to Freedom" by saying: "In the name of all that you have helped, in the name of those who far away are hoping, in the name of all my compatriots whom you have brought south of the 17th parallel . . . with all my heart I thank you."

Hooper Island resumed her repair services at Long Beach, Calif., 5 December 1955, then shifted to San Diego 30 April 1956. After repair services at San Diego she arrived Seattle to undergo an overhaul. While in Seattle she performed repair services for two icebreakers engaged in Operation Deep-Freeze in the Antarctic, another of America's unending probes of the sea. She resumed her duties at San Diego 28 October and remained there until early 1958. On 15 March, *Hooper Island* sailed for repair

USS *Hooper* (DE–1026) preparing to refuel from USS *Chemung* (AO–30) in the Western Pacific 24 January 1963

operations in the Marshall Islands, returning to San Diego 19 July where she decommissioned and once again joined the Reserve Fleet 15 July 1959, where she remained until struck from the Navy List 1 July 1960.

For her participation in the Korean war *Hooper Island* was awarded one battle star.

Hope

The first *Hope* retained a former name. The second *Hope* was given a name descriptive of her duty.

(Sch : t. 134 ; l. 85′ ; b. 20′9″ ; dr. 9′ ; s. 10 k. ; a. 1 20-pdr.)

The first *Hope*, a wooden schooner, was purchased by the Navy 29 November 1861 from T. P. Ives, and commissioned at New York 14 December 1861, Acting Master M. S. Chase in command.

Hope spent the war with the South Atlantic Blockading Squadron based at Port Royal. She acted as a dispatch vessel supply boat for ships to the southward. In 1862 she took part in the blockade off Fernandina and the adjacent coast of Florida. While patrolling off Charleston 27 January 1863, *Hope* captured schooner *Emma Tuttle* with a cargo of saltpeter for the Confederates. In June, the ship returned north for repairs at Philadelphia and in July resumed blockade station off Charleston.

Throughout most of 1864, *Hope* remained off Charleston as a blockader, helping to tighten the noose which did so much to choke the rebellion. She also performed limited dispatch and supply boat duty. *Hope* captured sloop *Racer*, her second prize, off Bull's Bay 1 August.

Shortly afterward the ship was fitted for diving duty and in October began salvage operations in the Savannah River, raising hulks and other obstacles. After the fall of Savannah in December, *Hope* worked on the salvage of C.S.S. *Savannah*, and in the spring moved to Charleston to carry out similar duties in the Charleston harbor.

Hope returned north and decommissioned at New York 6 September 1865. She was sold 25 October to T. Morley.

(AH–7 : dp. 6.000 ; l. 417′9″ ; b. 60′ ; dr. 27′8″ ; s. 14 k. ; cpl. 233 ; a. none ; cl. *Comfort;* t. C1–B)

The second *Hope* (AH–7) was launched under Maritime Commission contract by Consolidated Steel Corp., Ltd., Wilmington, Calif., 30 August 1943 ; sponsored by Miss Martha L. Floyd ; acquired by the Navy the same day for conversion to a hospital ship by U.S. Naval Dry Dock, Terminal Island, Calif. ; and commissioned 15 August 1944, Commander A. E. Richards in command.

Manned by a Navy crew but carrying Army medical teams, *Hope* completed her shakedown cruise and sailed 23 September 1944 to render medical care during the climactic phase of the campaign against Japan. Steaming via Pearl Harbor and Manus, the ship arrived Kossol Passage, in the Palaus, and received soldiers wounded taking the islands of the group.

American soldiers, supported by a vast naval task force, returned to the Philippines 20 October. *Hope* arrived Leyte Gulf 7 November, to care for casualties and evacuated them to Hollandia. Thereafter the ship made four more voyages to Leyte to evacuate wounded. During the morning of 3 December she was followed by a Japanese submarine, and that afternoon was attacked unsuccessfully by a torpedo plane. Three days later, as she steamed toward Manus, the hospital was again attacked by aircraft. One bomb was dropped close aboard but no damage resulted. Continuing to evacuate wounded from the Philippines, *Hope* arrived Subic Bay 16 February 1945, just as paratroopers landed on Corregidor. The ship sailed on to Lingayen Gulf for evacuation, and sailed from Leyte 6 March for Ulithi.

Hope sailed 9 April to take part in the Okinawa operation, arriving off the bitterly-contested island 4 days later. During the next month she shuttled between Saipan and Okinawa, often under attack despite her distinctive markings. As Japanese suicide planes attempted vainly to stop the invasion, *Hope* assisted in rescuing sailors from damaged ships and embarked wounded soldiers. Departing 12 May 1945, the ship moved back to the Philippines and arrived 3 July at Tarakan Island to assist, if needed, in the evacuation of Australian casualties in the invasion of Balikpapan. She then returned to the Philippines, greeting the surrender of Japan 15 August at Manila Bay.

Much medical and evacuation work remained to be done, however, and *Hope* sailed 20 August for Okinawa and Japan, arriving Wakayama 22 September to assist in the occupation. She sailed 22 October with returnees, arriving San Francisco 15 November, and subsequently made two more voyages to Guam and the Philippines to bring back the sick and wounded. *Hope* returned to San Francisco 22 March 1946 and decommissioned 9 May 1946. From 1946 to 1950 she was in custody of the War Department. She is at present in the National Defense Reserve Fleet berthed at Suisun Bay, Calif.

Hopestill

A former name retained.

(SP–191 : dp. 83 ; l. 89′ ; b. 16′ ; dr. 5′ ; s. 13 k. ; a. 1 3-pdr., 2 1-pdr.)

Hopestill, a yacht, was built by Robert Jacobs, City Island, N.Y., in 1916, and was acquired from her owner, Irving E. Raymond, of New York City in May 1917. She commissioned 26 July 1917 at Brooklyn Navy Yard, Ens. A. E. Hanscom, USNRF, commanding.

Hopestill was assigned to the 3d Naval District, and served as a harbor patrol vessel in New York Harbor until 26 April 1918, when she was reassigned to the New York Naval Hospital. *Hopestill* carried patients for the hospital and stood by to transport emergency cases from ships in the harbor. She completed this duty in July 1919 and was stricken from the Navy List 21 August. *Hopestill* was sold to J. S. Milne, of Brooklyn, N.Y., 16 September 1919.

Hopewell

Pollard Hopewell entered the Navy as a Midshipman in June 1812, and reported to frigate *Chesapeake* 21 August. With a new crew Captain Lawrence put to sea to engage the crack British frigate *Shannon* 1 June 1913. Despite their captain's famous cry, "Don't give up the ship", the crew was overwhelmed and the ship taken. Midshipman Hopewell was among those killed, as was the gallant Lawrence.

I

(DD–181 ; dp. 1,060 ; l. 314′5″ ; b. 31′8″ ; dr. 9′4″ ; s. 35 k. ; cpl. 101 ; a. 4 4″, 2 3″, 4 21″ tt. ; cl. *Wickes*)

The first *Hopewell* (DD–181) was launched by Newport News Shipbuilding and Dry Dock Co., Newport News, Va., 8 June 1918 ; sponsored by Mrs. Grote Hutcheson ; and commissioned 22 March 1919 at Portsmouth, Va., Lt. Comdr. R. E. Rodgers in command.

Hopewell sailed from Norfolk 19 April 1919 to join the 3d Destroyer Squadron in New England waters, and in May was on observation station off the Azores during the historic crossing of the Atlantic by Navy seaplanes. The destroyer returned to New York 8 June to complete her interrupted fitting out, and rejoined her squadron in August for firing tests. The winter of 1920 was spent on intensive training and target practice in Caribbean waters.

The ship returned to New England in early May, where she remained until September training reservists and engaging in division maneuvers. Arriving Charleston 22 September, *Hopewell* carried out similar operations out of the South Carolina port, returning to New York in May 1921 for reserve training. Sailing from Newport 10 October, the destroyer was placed in reserve at Charleston until 10 April, when she departed for Philadelphia. *Hopewell* decommissioned there 17 July 1922.

She recommissioned 17 June 1940 as America girded herself for the conflict that was to come, and after operat-

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ing with the Neutrality Patrol off New England arrived Halifax 18 September. She decommissioned 23 September 1940 and was transferred to Great Britain as part of the destroyers-bases exchange. Renamed *Bath*, the ship was manned by the Norwegian Navy and was sunk in August 1941.

II

(DD–681: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 37; cpl. 319; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

The second *Hopewell* (DD–681) was launched by Bethlehem Steel Co., San Pedro, Calif., 2 May 1943; sponsored by Mrs. R. A. Spruance, wife of Admiral Spruance; and commissioned at Terminal Island 30 September 1943, Comdr. C. C. Shute in command.

Hopewell conducted shakedown training in the San Diego area before sailing for Hawaii 13 January 1944. She got underway 23 January for the invasion of the Marshalls, as American amphibious task forces picked up momentum in their drive toward Japan. Steaming as a forward picket ship, *Hopewell* arrived off Kwajalein 31 January and delivered destructive gunfire support during the initial assault. That night she bombarded Roi and Namur Islands and 1 February moved to screening and patrol duties off the other islands of the group. With the success of the landings assured, *Hopewell* sailed to Pearl Harbor, arriving 24 February.

The destroyer arrived Purvis Bay, Florida Islands, 14 March to take part in the developing offensive on the northern coast of New Guinea. She carried out screening and patrol assignments, and contributed shore bombardment during the Aitape landings, part of the bold Hollandia operation. After Aitape, an unopposed operation carried out 22 April, *Hopewell* remained with 7th Fleet patrolling and screening. With three other destroyers she carried out a bombardment of Japanese positions on New Ireland 29 May, and in June joined escort carrier *Hoggatt Bay* on antisubmarine patrol.

Hopewell's next important operation was the invasion of Morotai, vitally necessary as an air base for the Philippines campaign to come. She arrived 16 September, the day after the initial landing, to assume screening duties, and shot down an attacking Japanese plane that day. On the 18th, she supported an auxiliary landing on Morotai, and sailed 25 September with a convoy for Humboldt Bay.

The long-awaited invasion of the Philippines began with the Leyte landings 20 October, and 4 days later *Hopewell* arrived with a reinforcement group. A damaged propeller kept her from taking part in the four-part Battle for Leyte Gulf, in which the Japanese Fleet suffered fatal defeat 24–25 October. Next day she departed in the van of a convoy and shaped course for Humboldt Bay, where repairs could be effected. At the eastern entrance to the Gulf the convoy was attacked, and in the battle that followed *Hopewell* made concealing smoke and shot down two aircraft.

The veteran ship sailed again 8 November for Leyte, and after two trips from Humboldt Bay and return with convoys, she joined the Mindoro invasion forces. After fighting off heavy air attacks en route, *Hopewell* arrived off the assault area 15 December and provided fire support as troops stormed ashore. As air attacks continued, the ship helped fight fires on *LST–472* and assisted in shooting down other planes before sailing again for Leyte at noon.

With Mindoro in allied hands, and air bases for the Luzon invasion under construction, *Hopewell* prepared for that operation, to be carried out initially at Lingayen Gulf. She sailed 4 January and fought off desperate Japanese kamikaze attacks on the passage to Lingayen, for the landings 9 January joined the screen of an escort carrier group providing air cover. *Hopewell* joined in the amphibious assault on Corregidor 14 February, and while clearing obstructions from Mariveles Harbor with gunfire engaged a large battery on "the rock". The destroyer laid smoke and moved in to help damaged *YMS–48*, and soon received four hits, putting her battery control station out of commission. Although suffering 17 casualties, *Hopewell* remained in Manila Bay until 18 February, when she sailed to Manus for repairs.

The ship next continued to San Francisco, arriving 17 March, and after further repairs sailed for Pearl Harbor 28 May 1945. Training operations in Hawaiian waters occupied her until 20 July, when she sailed for Eniwetok and Guam. The day of the Japanese surrender, *Hopewell* sailed from Guam with a refueling group supporting famed Task Force 38 which had done so much to bring victory. She operated in Japanese waters in support of the occupation until 21 October 1945, when she sailed for the United States via Pearl Harbor. Arriving Puget Sound Navy Yard 8 November, she later moved to San Diego, where she decommissioned 15 January 1947 and was placed in the Pacific Reserve Fleet.

With the increased demands of the Korean conflict, *Hopewell* recommissioned 28 March 1951 at San Diego. Immediately following shakedown training she steamed westward to Korea 18 June, taking up screening duties with Task Force 77 as carrier based aircraft blasted Communist positions. The destroyer also bombarded Wonsan and served on the critical Formosa Patrol August–September 1951, returning to Mare Island Yard 5 February 1952.

Hopewell sailed for her second tour in Korea 11 August 1952 after shakedown and training exercises. During this period of stalemate in the land war, the Navy continued to operate against supply lines and strong points, and *Hopewell* screened the carriers and heavy ships of Task Force 77. Bombardment of Wonsan followed another period of Formosa Patrol, and in December the ship steamed to Formosa to help train Nationalist Chinese sailors. She returned briefly to Korea to screen giant battleship *Missouri* during bombardment operations late in January 1953, and sailed for the United States 3 March 1953.

After operating off the California coast for several months on antisubmarine training, *Hopewell* sailed again for the Far East 27 October 1953. She again took part in training exercises and patrol off Formosa, returning to San Diego 23 May 1954. As she began her fourth cruise, a new crisis between Communist China and Formosa developed, and in February *Hopewell* assisted in the evacuation of the Tachen Islands. Following this important Cold War operation, the destroyer took part in fleet exercises in the western Pacific, returning to San Diego 22 May 1955.

The veteran ship spent the remainder of 1955 on exercises off the coast. Disaster struck 11 November during an amphibious training operation when a single engine attack bomber crashed into *Hopewell* amidships, killing five and starting gasoline fires. Alert firefighters brought the flames under control and the ship returned to San Diego for lengthy repairs.

Returning to active operations again 24 March 1956, when she sailed for the Far East, *Hopewell* resumed her regular pattern of cruises to Japan, Formosa, and Okinawa interspersed with training and readiness exercises off the West Coast of the United States. She operated with Korean and Nationalist Chinese ships on maneuvers in 1958 and 1959 and continued to act as an integral part of America's peace-keeping fleet in the Pacific. On 12 November 1959 *Hopewell* returned to San Diego for extensive refitting and training. As Communist activity to overthrow the legal government of South Vietnam grew, *Hopewell* was repeatedly deployed from the West Coast to Vietnam from 1960 into 1967 in defense of the small republic. In February 1963 she rescued a crewman from a downed A–3B of *Ticonderoga* (CVA–14) in the South China Sea. During a 3-month cruise, which ended in August, *Hopewell* fired 2,276 rounds, destroyed 112 structures, and silenced a Viet Cong mortar attack upon ground forces. For the remainder of 1966, she acted as school ship in gunnery and ASW off the West Coast.

Hopewell received nine battle stars for World War II service and four for Korean service.

Hopi

A group of the Shoshonean Tribe of the Pueblo Indians.

(AT–71: dp. 1,240; l. 205'; b. 38'6"; dr. 15'4"; s. 16 k.; cpl. 85; a. 1 3", 2 20mm.; 4 dcp.; cl. *Cherokee*)

Hopi (AT–71) was launched 7 September 1942 by the Charleston Shipbuilding & Dry Dock Co., Charleston, S.C., sponsored by Miss F. E. L. Blackwell; and commissioned 31 March 1943, Lt. O. W. Huff in command.

After shakedown out of Key West, *Hopi* sailed to New York to sail 10 June 1943 with a convoy for North Africa. After arriving Oran the 21st, she performed towing service for several days before steaming to Bizerte to join Vice Admiral Hewitt's Western Naval Task Force for the assault on Sicily (10 July–17 August 1943). Departing Bizerte 8 July with pontoons in tow, *Hopi* landed them 2 days later and immediately set to work clearing the beaches of damaged landing craft, fighting fires on vessels in the transport areas, and performing a multitude of other jobs so vital to success in amphibious operations.

Hopi returned to Bizerte 10 August to prepare for the Salerno Operation (9 September–13 October 1943). She sailed early in September and again performed invaluable salvage work. At 0940, 11 September, cruiser *Savannah*, while lying-to in the support area awaiting calls for gunfire support, received a direct hit on No. 3 turret which left her dead in the water. *Hopi* and salvage tug *Moreno* immediately came alongside. Untiring and skillful work by the two tugs enabled *Savannah* to retire to Malta that evening under her own power. At 1427, 16 September, HMS *Warspite* was put out of action by two direct hits and two near misses from guided bombs. She was taken in tow by *Hopi* and *Moreno* and delivered to Malta without further incident.

Hopi next sailed for the assault on Anzio (22 January 1944) and remained there for the next month. On 15 February the liberty ship *Elihu Yale* was severely damaged by a direct bomb hit which left her burning fiercely. The ship had heen abandoned except for one wounded man trapped below, though there were still some men clinging to life lines. After picking up survivors, *Hopi* maneuvered alongside and transferred fire fighting equipment to the stricken vessel. Over 2 days later the last fire was extinguished. *Hopi*, which handled the entire operation without outside assistance, had fought the fire with only some 40 men. The rest of the crew had remained on their stations during repeated air raids and heavy fire from shore; just one of many splendid examples of courage, devotion, and the "can-do" spirit of the Navy's small hut gallant ships in the face of danger.

Reclassified ATF–71, 15 May 1944, *Hopi* was assigned duty towing various craft about the Mediterranean until August when she again joined Vice Adm. Hewitt's Western Naval Task Force for Operation Dragoon, the invasion of southern France. As flagship of the Salvage and Fire-fighting Group, *Hopi* again rendered invaluable service. After termination of this operation she resumed her towing duties, principally shuttling pontoons from Bizerte to Oran.

Hopi arrived Antwerp, Belgium, 25 June 1945 and took in tow the Army Power Plant *Seapower*. Delivering it to Bermuda 25 August, she sailed for Norfolk, arriving 28 August and remained there until 21 October. At that time she steamed to Boston and 1 December got underway to assist the coastal collier *Tristan*, who had lost her rudder in a storm. *Hopi* returned to Boston 3 December with *Tristan* in tow.

For the next 3 years she operated along the East Coast with frequent towing duties to Oran, Algiers, Newfoundland, and the Caribbean. During the Berlin Airlift in 1948–1949 as Navy tankers and other ships brought 12 million gallons of aviation gasoline, goods, and supplies into Bremerhaven, *Hopi*, with the 2d Task Fleet held maneuvers in the North Atlantic, showing American power at sea, visible evidence of United States strength if needed, to maintain sovereignty for free people everywhere.

In the 1950's *Hopi* resumed her operations along the East Coast, performing towing and salvage services in Newfoundland and the Caribbean as well. She thus contributed to the operating efficiency of the fleet in its important peace-keeping operations. *Hopi* decommissioned at New London 9 December 1955 and joined the Atlantic Reserve Fleet. She was turned over to the Maritime Administration 27 March 1962 and moved to the National Defense Reserve Fleet, James River, Va., where she remains, following permanent transfer to the Maritime Administration 1 July 1963, into 1967.

Hopi received four battle stars for World War II service.

Hopkins

Esek Hopkins, Commander in Chief of the Fleet, was born 26 April 1718, in what is now Scituate, R.I. Prior to the Revolutionary War he made voyages to nearly every quarter of the globe, commanded a privateer in the French and Indian War, and served as a deputy to the Rhode Island General Assembly. Appointed a brigadier general to command all the colony's military forces 4 October 1775, he immediately began to strengthen Rhode Island's defenses. A few months later, 22 December 1775, he was appointed Commander in Chief of the Fleet authorized by the Continental Congress to protect American commerce.

Hopkins took command of eight small merchant ships that had been hastily altered as men of war at Philadelphia, then sailed south 17 February 1776 for the first U.S. Fleet operation that took the fleet to Nassau in the Bahamas. The amphibious assault on the British colony there 3 March 1776 was also the first U.S. Amphibious Assault. Marines and sailors landed in "a bold stroke, worthy of an older and better trained service," capturing munitions desperately needed in the War of Independence. The little fleet returned to New London 8 April 1776, having also made prizes of two British merchantmen and a six-gun schooner. John Hancock, President of the Continental Congress, wrote Hopkins: "I beg leave to congratulate you on the success of your Expedition. Your account of the spirit and bravery shown hy the men affords them [Congress] the greatest satisfaction . . ."

Hopkins' little fleet was blockaded in Narragansett Bay by the superior British seapower, but he never wavered in his loyalty to the cause of American independence. He continued to serve the Rhode Island General Assembly through 1786, then retired to his farm where he died 26 February 1802.

I

(DD–6: dp. 420; l. 248'8"; b. 24'6"; dr. 6'; s. 29 k.; cpl. 73; a. 2 3"-56 pdrs., 2 18" tt.; cl. *Bainbridge*)

The first *Hopkins* was launched by Harlin & Hollingsworth Co., Wilmington, Del., 24 April 1902; sponsored by Mrs. Alice Gould Hawes, great great granddaughter of Esek Hopkins; commissioned at Philadelphia Navy Yard 23 September 1903, Lt. M. M. Taylor commanding.

Hopkins sailed from Philadelphia 12 May 1904, and joined the Fleet at Norfolk. That summer the destroyer deployed with the Coast Squadron for the midshipmen at sea training. During the following 3 years she ranged into the Caribbean Sea, exercising with the Flotilla, engaging in torpedo practice, and Fleet problems. In September 1906, *Hopkins* was present for the Presidential Review off Oyster Bay. On 29 September she and *Lawrence* escorted the President in *Mayflower* to Cape Cod Bay to witness record target practice. In 1907–1908 *Hopkins*, as part of the Torpedo Flotilla, accompanied the Atlantic Fleet on a practice cruise to the Pacific. They sailed from Hampton Roads 2 December 1907, exchanging courtesies at various Mexican and South American ports en route. After target practice in Magdelena Bay, the Flotilla arrived at San Francisco 6 May 1908, in time for the review of the combined Atlantic and Pacific Fleets by the Secretary of the Navy.

On 1 June 1908, *Hopkins* joined the Pacific Torpedo Fleet for tactics along the West Coast, at sea training north to Alaskan waters, and south to the coast of Mexico. On

30 April 1917, after the United States entry into World War I, *Hopkins* departed San Diego for the Canal Zone. She performed patrol duty, convoyed submarines and assisted them in torpedo proving. On 3 August she arrived at Hampton Roads, Va., for escort and patrol ranging along the cost to Bermuda.

Hopkins entered the Philadelphia Navy Yard 29 January 1919, and decommissioned there 20 June. She was sold for scrapping 7 September 1920 to the Denton Shore Lumber Co.

II

(SP–3294: t. 34; l. 62′10″; b. 16′; dr. 4′; s. 11 k.)

Hopkins (SP–3294) merchant name retained, was launched by Hahnes Co., Portsmouth, Va., in 1917. She was purchased by the Navy from Hopkins Fish and Oyster Co., Norfolk, and placed in service 3 October 1918.

Hopkins was attached to the 5th Naval District for harbor duties at Norfolk. Following the close of war she transferred to the War Department 4 March 1920.

III

(DD–249: dp. 1,190; l. 314′5″; b. 31′8″; dr. 9′3″; s. 35 k.; cpl. 101; a. 4 4″, 1 3″, 12 21″ tt.; cl. *Clemson*)

The third *Hopkins* (DD–249) was launched 26 June 1920 by the New York Shipbuilding Corp., Camden, N.J.; sponsored by Miss Sarah Babbitt, a descendant of Esek Hopkins; and commissioned 21 March 1921 at Philadelphia, Lt. Comdr. C. A. Bailey commanding.

After shakedown *Hopkins* arrived at Newport, R.I., 31 May for battle practice training during the summer. In November, she was assigned to Destroyer Squadron 15 for tactical training with the Atlantic Fleet along the East Coast.

Hopkins sailed from Hampton Roads 2 October 1922, and reached Constantinople 22 October for duty in Turkish waters. She protected American interests and cooperated with the Relief Mission in the Near East, ranging to Beirut, Jaffa, and Smyrna. She departed Constantinople 18 May 1923 for New York, arriving 12 June. For the next 7 years *Hopkins* operated out of New England ports in the summer, Charleston in the winter, and the Caribbean Sea in the spring. During the spring of 1930, *Hopkins* participated in force battle practice with aircraft, attesting to the growing importance of naval aviation.

On 3 February 1932 *Hopkins* was one of the two naval ships rendering medical aid to earthquake victims at Santiago, Cuba. She departed 5 February to join the Pacific Fleet at San Diego. She had escort duty for President Roosevelt's cruise to Canada in July 1936, then resumed training along the Western Seaboard.

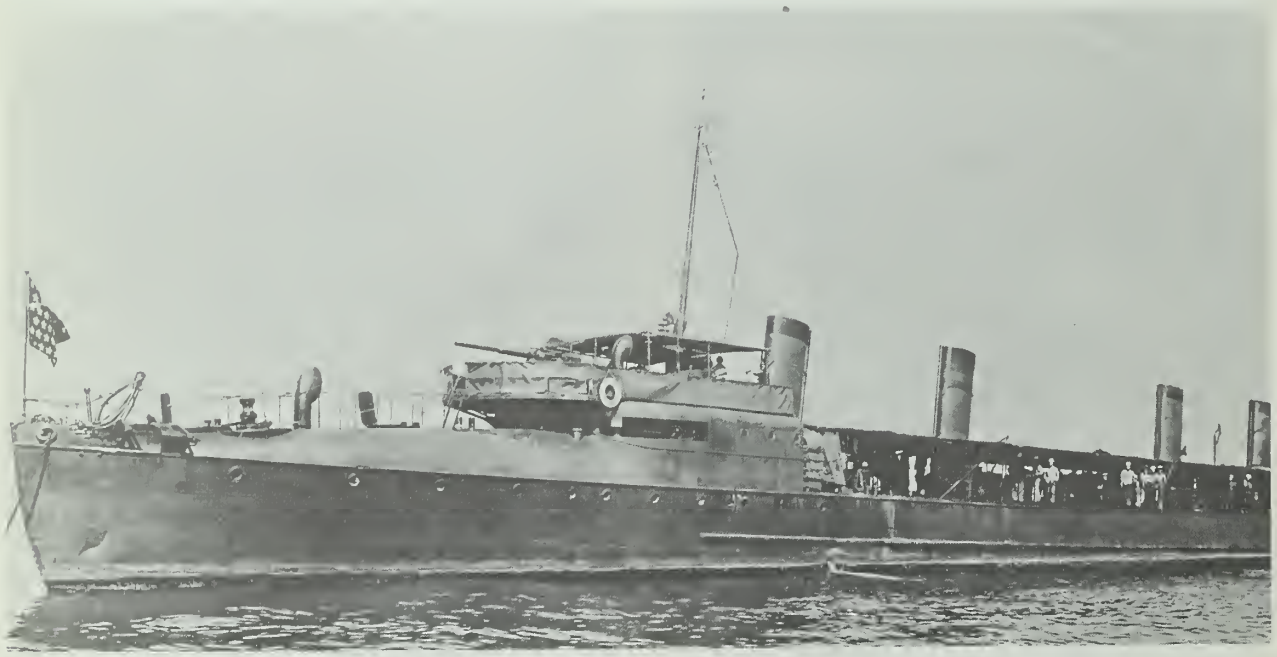
Hopkins returned to Norfolk in April 1939, and performed Neutrality Patrol from September 1939 until sailing for San Diego 17 May, thence to Pearl Harbor. She converted to a high-speed minesweeper (DMS–13) in the Pearl Harbor Naval Shipyard.

When the Japanese attacked Pearl Harbor, *Hopkins* was at Johnston Island for war maneuvers, but immediately headed back to Hawaii. She continued patrol of the Hawaiian Sea Frontier, with a short break for overhaul in the States, until late summer 1942, when she joined the invasion fleet bound for Guadalcanal. As America's first offensive effort of the Pacific war began 7 August, *Hopkins* swept the transport area and covered the landings on Tulagi. In a heavy enemy air attack 9 August, she shot down two enemy planes. During the following months, *Hopkins* escorted transports, swept mines, and carried badly-needed supplies to Guadalcanal.

Hopkins served as flagship for Adm. R. K. "Kelly" Turner as the Russell Islands were invaded 21 February 1943. During the action, she downed her third enemy plane. Remaining in the southwest Pacific, she joined in the initial invasion of Rice Anchorage, New Georgia, 4 July, and of Bougainville 1 November. Convoy escort, antisubmarine patrol, and sweeping duties kept the four-stacker busy until the Solomons were secured.

As the Navy moved farther across the Pacific in the long island-hopping campaign, *Hopkins* arrived off Saipan 13 June 1944 to sweep the invasion approaches. She provided screen and fire support for the amphibious landings of 15 June 1944. She picked up 62 prisoners from sunken Japanese ships as well as rescuing a downed fighter pilot and a seaplane crew. A brief rest at Eniwetok was followed by a role in the capture of Guam. *Hopkins* reached that important Marianas island 14 July to participate in the preinvasion sweeping and bombardment. She also gave fire-support to the landings 16 July.

Following overhaul at Pearl Harbor, *Hopkins* arrived



USS *Hopkins* (DD–6) in 1908

in Leyte Gulf 27 December 1944 to prepare for the Lingayen landings. The minesweepers sailed 2 January 1945 to sweep Lingayen Gulf under unceasing attack from Japanese dive bombers and kamikazes. When her sister ship *Palmer* was hit and sank in 13 minutes the morning of 7 January, *Hopkins* rescued 94 survivors.

Hopkins departed the Philippines 15 January 1945 for a brief rest at Eniwetok, then swept the transport areas and channels off Iwo Jima to prepare for invasion 19 February 1945. She remained on patrol off Iwo Jima, emerging from heavy air and shore fire unscathed. Departing Iwo Jima 6 March, *Hopkins* next headed into battle off Okinawa, the "last stepping stone to Japan." While fighting off the constant raids and suicide attacks, "Lucky 13" shot down several Japanese planes. On 4 May 1945 she was struck a glancing blow by a flaming kamikaze just before it plunged into the sea.

On 7 June 1945 *Hopkins* steamed for overhaul at Leyte, Philippine Islands where she remained until cessation of hostilities. *Hopkins* then rendezvoused with units of the Third Fleet headed for Tokyo Bay. After two days of sweeping the entrances to Tokyo Bay, *Hopkins* anchored in sight of Mount Fujiyama 30 August 1945. The Japanese may have given up, but the elements had not. *Hopkins* had to ride out two typhoons with winds raging to 125 knots before her departure from Tokyo Bay 10 October 1945 for the Eastern Seaboard of the United States.

Hopkins arrived in Norfolk 28 November and decommissioned there 21 December 1945. She was sold for scrapping 8 November 1946 to Heglo Sales Corp., Hillsdale, N.J.

Hopkins was awarded two Navy Unit Commendations for heroism off Guadalcanal and in Lingayen Gulf. She also received 10 battle stars for service in World War II.

Hopocan

A Delaware chief who signed the first Indian treaty with the United States in 1778.

(YN–33: dp. 129; l. 90′; b. 22′6″; dr. 11′4″; s. 11 k.)

Hopocan (YN–33), a diesel-powered steel tugboat, was built as *Carmelite* in 1937 by Ira S. Bushey & Sons, Brooklyn, N.Y., and was acquired by the Navy from the builder 16 August 1940. Converted at the New York Navy Yard, she was placed in service as *Hopocan* (YN–33), a net tender, 9 September 1940.

Assigned to the 15th Naval District, *Hopocan* steamed from Hampton Roads 30 October 1940, and arrived the Canal Zone 13 November. She took up net-tending duties in the Canal area, helping to protect America's vital link between oceans. *Hopocan* was redesignated YNT–1, 8 April 1942, and departed Cristobal 17 July 1942 for duty with the 10th Naval District in the Aruba-Curacao area. There she remained on net-tending duty until assigned to Naval Base, Trinidad, in October 1944. Near the end of the war, 4 August 1945, she was redesignated YTM–728 and assigned harbor tug duties at Roosevelt Roads, P.R. Brought to New York in July 1946, *Hopocan* was placed out of service 2 August at Brooklyn, and stricken from the Navy List 15 August 1946. She was transferred to the Maritime Commission for disposal May 1947.

Hopping

Hallsted Lubeck Hopping was born in New York, N.Y., 25 September 1902 and graduated from the Naval Academy in 1924. After graduating from flight training, Hopping served with various squadrons, rising to the rank of lieutenant commander in 1939. He reported as Commander of Scouting Squadron 6 10 July 1941, and lost his life in a raid on Roi Island from carrier *Enterprise* 1 February 1942, the first aircraft squadron commander to lose his life in World War II.

(DE–155: dp. 1,400; l. 306′; b. 36′10″; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 4 1.1″, 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Buckley*)

Hopping (DE–155) was launched by Norfolk Navy Yard, Portsmouth, Va., 9 March 1943; sponsored by Mrs. H. L. Hopping, widow of Lieutenant Commander Hopping; and commissioned 21 May 1943, Lt. Comdr. F. D. Giambattista in command.

The new destroyer escort conducted shakedown training out of Bermuda and after escorting an LST convoy to Norfolk made a voyage to Casablanca, where she arrived 2 September 1943. There *Hopping* formed with a new convoy and returned to New York 25 September.

In the year that followed *Hopping* made nine convoy crossings from New York to United Kingdom ports, bringing vital supplies for the war in Europe. While en route to Britain 3 May 1944 a sister ship, *Donnell* (DE–56), was torpedoed and seriously damaged as the escort vessels stalked a U-boat. *Hopping* helped to drive off the marauder with numerous depth charge attacks and then took *Donnell* in tow. Struggling for 2 days in heavy seas, she managed to bring her sister ship within range of British salvage ships off Ireland, which towed her into Londonderry.

Hopping returned to Frontier Base, Staten Island, during October–November 1944, where she was converted to a high-speed transport. Reclassified APD–51, she underwent shakedown training in Chesapeake Bay and departed Norfolk 20 December 1944 to take part in the Pacific War, then entering its climactic stage. The new transport steamed via the Panama Canal and San Diego to Pearl Harbor, anchoring 15 January 1945. There she trained with Underwater Demolition Teams, the Navy's famed "frogmen", until 13 February, when she got underway for the Philippines. *Hopping* arrived Leyte Gulf 4 March to prepare for what was to be the last great amphibious campaign of the war, Okinawa.

Hopping sailed for Kerama Retto 21 March with UDT team No. 7 embarked, and during the early days of the campaign carried out many reconnaissance and demolition assignments. When not putting frogmen ashore, the ship acted as screening ship for larger units off Kerama Retto, and while on this duty assisted in splashing several planes the night of 28–29 March. As Marines landed on Okinawa itself 1 April *Hopping* turned to screening and patrol duties, fighting off numerous Japanese air attacks. While in Buckner Bay on a reconnaissance operation 9 April, the ship engaged a concealed enemy shore battery, and while silencing the gun, sustained several damaging hits. As a result she proceeded to Ulithi for repairs, arriving 23 April 1945.

Hopping was soon back in the thick of the fighting at Okinawa, however, returning 17 May to resume screening duties as the air and land battles raged. She remained off Okinawa continuously until the island was secured, fighting off countless mass attacks by the desperate Japanese. The ship sailed 8 August with a convoy bound for Leyte and while in the historic Gulf 15 August learned of the surrender of Japan.

The ship's first occupation duty was to aid in the evacuation of former prisoners of war from Japan. She arrived Japan 11 September and disembarked over 100 former Navy and Marine prisoners at Guam 19 September. Following convoy duty and antimine work in Japanese and Philippine waters, *Hopping* got underway from Tokyo Bay 24 November 1945 with returnees for the United States. She arrived San Diego 11 December.

Hopping departed San Diego 17 December and after spending short periods at Charleston and Norfolk arrived Green Cove Springs, Fla., 27 April 1946. She decommissioned 5 May 1947; entered the Atlantic Reserve Fleet; and remained berthed with the Texas group until she was struck from the Navy List in September 1964 and sold 15 August 1966 to Boston Metals Co., Baltimore, Md.

Hopping received one battle star for World War II service.

Hoptree

A small American tree having two seeded winged fruits which have been used in place of hops.

(AN–62: dp. 1,100; l. 194'6"; b. 37'; dr. 13'6"; s. 12 k.; cpl. 56; a. 1 3"; cl. *Ailanthus*)

Hoptree (AN–62), a wooden-hulled net layer, was launched 14 October 1943 by Snow Shipyards Inc., Rockland, Maine, as YN–83; sponsored by Lt. Ann Jameson; reclassified AN–62, 20 January 1944; and commissioned 18 May 1944, Lt. M. T. Birkle in command.

Arriving Melville Net Depot for shakedown 31 May, *Hoptree* performed training and readiness operations until 27 June, when she joined the net layer precommissioning and training group at Melville. She then departed 2 December for the West Coast and sailed 3 February 1945 from Naval Net Depot, Tiburon, Calif., for duty in the Pacific.

Hoptree arrived Pearl Harbor 13 February and was routed on to Eniwetok Atoll, where she arrived the 28th. From March through the end of the war the ship was engaged in the vital work of maintaining and repairing net defenses in the harbor, and after August she was occupied in dismantling them. She sailed back to the United States in November 1945, arriving San Francisco 8 November, and decommissioned 1 March 1946. The ship was sold to Van Camp Sea Food Co., San Pedro, Calif., 23 April 1947.

Hoqua

A former name retained.

(SP–142; dp. 35; l. 69'7"; b. 13'2"; dr. 4'; s. 11 k.; a. 1 3-pdr.)

Hoqua, a motor yacht, was built by Charles Seabury, Morris Heights, N.Y., in 1914, and acquired from her owner, Robert M. Curtis of Chicago, Ill., in June 1917. She commissioned at Brooklyn 27 July 1917, Chief Boatswain H. F. Dellyse, USNRF, in command.

Assigned to the 3d Naval District, *Hoqua* performed general harbor duties at Brooklyn until 27 March 1918, when she arrived New Haven, Conn., for duty. She served there as an inshore patrol vessel and as an escort for submarines in and around New Haven harbor for the remainder of the war and was returned to her owner 6 February 1919.

Hoquiam

A coastal city in Washington.

(PF–5: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3", 4 40mm., 9 20mm., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Tacoma;* T. S2–S2–AQ1)

Hoquiam (PF–5) was laid down under Maritime Commission contract by Kaiser Cargo, Inc., Yard 4, Richmond, Calif., 10 April 1943; launched 31 July 1943; sponsored by Miss Helen Philbrick; and commissioned 8 May 1944, Lt. Comdr. P. E. Trimble, USCG, in command.

After shakedown off the coast of southern California, *Hoquiam* departed San Francisco 20 August, steamed via Seattle, and arrived Kodiak, Alaska, 27 August for duty with the Alaskan Sea Frontier. During the remainder of the war, she patrolled island waters along the Alaskan coast. After returning to Seattle for overhaul during June, 1945, she decommissioned at Cold Bay, Alaska, 16 August and transferred to Russia under lend-lease the same day.

Returned to the U.S. Navy 1 November 1949 at Yokosuka, Japan, *Hoquiam* recommissioned 27 September 1950, Lt. Comdr. E. A. Lane in command. Following a brief shakedown, she sailed to join in the repulse of Communist aggression in South Korea. Arriving off Wonsan, Korea, 25 October, she served as a harbor control and screening ship during amphibious landings. For the next 2 months she performed patrol, escort, harbor control, and communications duties along the northeastern coast of Korea.

In late December *Hoquiam* assisted with harbor control operations during the evacuation at Hungnam before sailing for Japan. Arriving Yokosuka 30 December, she underwent a brief overhaul, then served as a drone target ship off the coast of Japan from late January until early March 1951. She returned to Korean waters 8 March and over the next 6 months operated along the east coast of Korea from Wonsan to Songjin. She participated in interdiction and harassment patrols, designed to destroy enemy coastal shipping. In addition she conducted ASW operations off Wonsan and bombarded enemy shore installations and coastal supply routes.

While engaging enemy shore positions 7 May, *Hoquiam* was hit by Communist gunfire. She returned to Japan, arriving Yokosuka 16 May for repairs. Following repairs, she sailed 4 June via Sasebo to Wonsan where she arrived 10 June to resume bombardment and interdiction duty. She continued patrolling the eastern coast until September. After returning to Yokosuka 9 September, she decommissioned 8 October and was leased to the Republic of Korea. She serves the Korean Navy as *Nae Tong* (PF–65).

Hoquiam received five battle stars for Korean war service.

Horace A. Bass

Horace Ancel Bass, Jr., was born in Roanoke, Va., 22 September 1915, and enlisted in the Navy 24 February 1941. In May he was designated Aviation Cadet, and after aviation training was appointed ensign 5 December 1941. Ensign Bass underwent further flight training and reported to carrier *Saratoga* in early 1942. Assigned to *Yorktown* during the pivotal Battle of Midway, he flew as part of the combat air patrol 4 June, and although his plane was damaged, shot down an attacking dive bomber and a fighter. For his important part in the battle Ensign Bass was awarded the Navy Cross. Assigned to Fighting Squadron 5 on board *Saratoga*. Bass again acted as combat air patrol during the Battle of the Eastern Solomons 23–25 August 1942. As he and his fellow pilots protected *Saratoga*, Ensign Bass was shot down and reported missing in action. He was presumed dead 24 August 1942. as Japanese fleet units were blocked from driving on Guadalcanal.

(APD–124: dp. 1,450; l. 306'; b. 37'; dr. 9'8"; s. 24 k.; cpl. 186; a. 2 5"; 4 40mm., 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21" tt.; cl. *Crosley*)

Horace A. Bass (APD–124) was launched, after being reclassified from DE–691, by Bethlehem Steel Co., Fore River, Quincy, Mass., 12 September 1944; sponsored by Mrs. H. A. Bass, Jr., widow of Ensign Bass; and commissioned 21 December 1944, Lt. Comdr. F. W. Kuhn in command.

The new high speed transport fitted out at Boston Navy Yard and conducted shakedown training off Bermuda, after which she sailed to New York, where she arrived 15 February 1945. Departing next day, *Horace A. Bass* escorted ammunition ship *Firedrake* to Panama, from where she proceeded to San Diego 3 March. After gunnery exercises in the area the ship sailed westward to join in the climactic phase of the Pacific War.

Horace A. Bass stopped at Pearl Harbor, Eniwetok, and Ulithi, en route to Okinawa, where the largest fleet assembled in the Pacific was engaged in what was to be the final major amphibious strike of the long war on the threshold of Japan. The ship arrived off Okinawa 6 April, just in time to take part in repelling one of the fiercest Japanese air assaults of the campaign. As the desperate attack was driven off, *Horace A. Bass* was credited with at least one plane splashed. As the battle raged ashore, she served on the vital picket line until 10 April, when she sailed with a convoy to Guam. On the return passage she sank submarine *RO–109* with a single accurate depth charge attack south of Okinawa 25 April. Arriving 26 April, the ship resumed the hectic picket duty interspersed with convoy voyages to Saipan and Guam. Though the island was secured in mid-June, the air attacks continued, and *Horace A. Bass* continued to provide antiaircraft and antisubmarine protection to

the countless ships off Okinawa. Early 30 July, the ship was on picket duty in the area when a low-flying suicider crashed through her superstructure and fell alongside, her bomb exploding close aboard. *Horace A. Bass* suffered hull damage and 14 casualties, but was quickly repaired. She remained off Okinawa until sailing north toward Japan 14 August.

After the surrender 15 August, the transport remained off Japan with 3d Fleet units until the ships triumphantly entered Tokyo Bay 27 August 1945. *Horace A. Bass* took part in the occupation of the giant Yokosuka Naval Base, furnishing the prize crew which took possession of battleship *Nagato*, one of the very few major ships left to the Imperial Navy. The American ship remained at Yokosuka assisting in the occupation until sailing for the United States 14 January 1946.

Horace A. Bass arrived San Francisco 7 February 1946, and spent the remainder of the year in the San Diego area on training operations. The ship sailed again for the Far East 27 January 1947, this time to support American efforts to stabilize the volatile Chinese situation. Arriving Tsingtao 5 March, *Horace A. Bass* acted as a station ship until sailing again for San Diego 30 July. The second half of 1947 was spent on training exercises in California waters, and in early 1948 the ship operated off the Mexican coast. She proceeded to China again 16 June 1948, and again served as station ship at Hong Kong and Tsingtao, occasionally sailing to the Marshalls and Guam. As Communist troops began to gain the upper hand in the Chinese civil war, *Horace A. Bass* evacuated civilians of several nations from Nanking in November. The ship departed China 1 December 1948, arriving San Diego 21 December for repairs and training.

After exercises off San Diego and a large amphibious training assault in Hawaii, *Horace A. Bass* sailed from Hawaii 14 November 1949 for another tour of duty in China. Arriving Hong Kong 30 November, she remained in waters off China and southeast Asian countries to protect American interests in the area, arriving San Diego 12 June 1950.

With the outbreak of the Korean war in June 1950, American naval power moved swiftly into the Far East to support and make possible land operations. *Horace A. Bass* sailed 14 July to join the fleet units already deployed off Korea, arriving 2 August with troops of the 2d Marine Division. Underwater Demolition Teams and Marine Reconnaissance units were assigned to her, and the ship moved to the eastern coast of North Korea to carry out vital raids on Communist supply lines. Between 11 and 17 August she made three successful raids, destroying three tunnels and two bridges. During this period *Horace A. Bass* added bombardment during daylight hours.

As United Nations forces prepared to go on the offensive, the transport played an important part in the planning for the upcoming Inchon operation. Her raiding parties reconnoitered possible beaches 20–25 August, and departed Pusan 12 September for the main Inchon assault. *Horace A. Bass* put her troops ashore in the first wave 15 September, as the brilliantly successful amphibious operation suddenly reversed the course of the war.

As troops pushed northward, the fast transport resumed her raiding duties, making two attacks on tunnels and bridges near Songjin, 6–8 October 1950. For this operation *Horace A. Bass* carried Royal Marine Commandos. Late in October, she took part in operations to clear the port of Wonsan for another landing, assisting minesweeping groups. The ship then spent 3 months on beach survey duty before sailing for the United States 28 January 1951. For this highly successful tour of duty, *Horace A. Bass* and her Special Operations Group received the Navy Unit Commendation.

The veteran ship steamed toward Korea again 24 September 1951, and after stopping at Yokosuka resumed bombardment and raiding duties along the coast of North Korea. In 14 separate raids with American, British, and Republic of Korea landing parties *Horace A. Bass* did much to interrupt the all-important supply lines from the north, so vulnerable to mobile forces afloat. She completed her second tour of duty in Korea 3 July, when she sailed from Yokosuka. The ship arrived San Diego, 20 July 1952.

Horace A. Bass spent the next year in operations off the California coast, but sailed 15 July 1953 for her third tour of Korean duty. Upon her arrival Yokosuka 3 August, the ship became flagship of an Amphibious Control Squadron, and took part in various training landings in Japan. She also conducted three survey operations and two demolition assignments on the Korean coast, where the armistice was now in effect. The ship visited other Pacific ports during this period before departing Yokosuka 5 April 1954.

The ship operated off the West Coast on training cruises and antisubmarine exercises until getting underway for the Far East again 23 October 1954. She carried on practice landings in Korea and took part in fleet exercises until February, when she moved to the Formosa Straits to evacuate Nationalist Chinese troops from the Tachen Islands. With this important Cold War operation over, *Horace A. Bass* steamed to Haiphong, Indochina, 26 February to take part in operation "Passage to Freedom", as thousands of Vietnamese from the north fled Communist domination. The transporting of these civilians to the south was completed 20 March and the ship was underway from Sasebo, Japan, 4 April 1955, bound for San Diego.

After her arrival *Horace A. Bass* was transferred to the Atlantic Fleet, transiting the Canal 2–4 June and arriving Philadelphia 10 June 1955. She was then assigned to the 4th Naval District as a naval reserve training ship. During the years that followed the fast transport made short cruises with naval reservists to Caribbean ports, Nova Scotia, and Newfoundland, helping to maintain the skills of hundreds of reserve officers and men. She arrived Orange, Tex., 3 November 1958, and decommissioned 9 February 1959. *Horace A. Bass* entered the Atlantic Reserve Fleet at Orange, where she remains.

Horace A. Bass received two battle stars for World War II service, and six battle stars in addition to her Navy Unit Commendation for Korean War service.

Horace Beals

Former name retained.

(Barkentine: t. 296; l. 121′6″; b. 30′8″; dph. 11′8″; a. 1 32-pdr.; 1 30-pdr.)

Horace Beals was purchased in New York City 14 September 1861; and commissioned at New York Navy Yard 5 February 1862, Lt. Comdr. K. R. Breese in command.

Two days later she departed New York for Key West, where, upon her arrival 23 February, she became a supply ship for the flotilla of mortar schooners being organized by Comdr. D. D. Porter. The flotilla sailed from Key West 3 March, arrived Ship Island, Miss., and 5 days later crossed the bar at Pass a l'Outre. When, after almost a month of backbreaking labor, Farragut finally succeeded in getting his heavy deep-sea ships inside the mouth of the Mississippi on 16 April, he ordered the mortar flotilla to commence operations. Porter's ships, camouflaged with bushes and tree branches, moved up river to preassigned positions below Forts Jackson and St. Philip and opened fire 18 April. During the ensuing 6-day bombardment, *Horace Beals* kept the mortar schooners supplied with ammunition and provisions, took on board ordnance and other stores, and embarked and cared for sick and wounded from ships of the squadron.

After New Orleans and the forts protecting her had surrendered, the mortar flotilla sailed to Mobile Bay, Ala.; but Farragut then ordered Porter to return to the Mississippi, where the mortars were needed to engage the enemy's cliffside batteries at Vicksburg. The Confederates had cleverly placed these guns high on the bluffs of the Chickasaw Hills perfectly safe from the low trajectory cannon mounted on the Union's salt-water ships.

All vessels of Porter's flotilla were back at New Orleans 9 June. *Kensington* steamed up the Mississippi with *Horace Beals* and *Sarah Bruen* in tow 22 June. On the 26th the cruise upstream was enlivened by a duel with enemy batteries at Ellis Cliffs in which the Northern ships silenced the Confederate guns. The mortars opened fire on the batteries at Vicksburg 26 June and continued the attack while Farragut's ships ran by the thundering hillside cannon 28 June. They repeated the service when Farragut again ran the gauntlet on his return passage 15 July.

After withdrawing from the Mississippi with Admiral Farragut, *Horace Beals* spent the rest of the year supplying ships of the West Gulf Blockading Squadron, operating from Pensacola as a base. She was ordered back to New Orleans 22 December and arrived there 1 January 1863. She arrived below the Confederate batteries at Port Hudson 16 March two days after Farragut's heavy damage passing the enemy guns at that point. *Horace Beals* continued to supply ships operating against Vicksburg and Port Hudson until those last Confederate strongholds on the Mississippi were taken and President Lincoln could boast that "The Father of Waters again goes unvexed to the sea." During the remainder of the war this reliable supply ship operated between New York and stations in the Gulf of Mexico bringing indispensable war material to ships of the West Gulf Blockading Squadron. Shortly after the end of hostilities *Horace Beals* was sold in New York City to A. Leary 30 May 1865.

Horn Snake

(Packet)

Horn Snake, or *Hornsnake*, was a small packet acquired or perhaps chartered by the Continental Navy during 1775 to 1776.

Hornbill

A large bulky bird, noted for the enormous size of the bill. Their flight is slow and heavy, and their plumage is chiefly black and white.

I

(AMc–13: l. 85'; dph. 10'5")

Hornbill (AMc–13), formerly *J. A. Martinolich*, was launched in 1938 by Martinolich Repair Basin, Tacoma, Wash. She was taken over by the Navy and commissioned 7 December 1940.

Hornbill was assigned to the mine force in the 12th Naval District. She engaged in coastal sweeping of the main ship channel for magnetic and acoustic type mines. After Pearl Harbor her service became more valuable with the Japanese threat to our West Coast sea traffic. On the morning of 30 June 1942, a lumber schooner, *Esther Johnson*, on passage from Coos Bay, Oreg. collided with *Hornbill* in San Francisco Bay. Approximately one half hour after the collision the minesweeper sank. The crew was saved and a small amount of equipment was safely removed to the lumber schooner. She was stricken from the Navy Register 24 July 1942.

II

(YMS–371: dp. 270; l. 136'; b. 25'; s. 15 k.)

The second *Hornbill* (YMS–371) was launched as *YMS–371*, 27 November 1943 by Weaver Shipyards, Orange, Tex.; and commissioned 29 February 1944, Lt. J. L. Grace in command.

After her commissioning, *YMS–371* participated in operations in the Gulf of Mexico until the summer of 1945, when she transited the Panama Canal en route to Okinawa, where she arrived 5 July to begin minesweeping operations. On 17 August, she departed Okinawa for Japan to sweep mines in Tokyo Bay, around the island of Honshu and in the naval base of Sasebo. On 16 February 1946, she ended her occupation duties and sailed for San Pedro, Calif., arriving 4 April. On 7 February 1947, *YMS–371* was named *Hornbill* and reclassified AMS–19.

Hornbill served as a training ship on the West Coast and at Pearl Harbor until 1953, when she commenced duty with the U.S. Naval Schools of Mine Warfare, Yorktown, Va. Reclassified MSC(O)–19 on 17 February 1955, *Hornbill* decommissioned September 1957. She was struck from the Naval Register 1 November 1959, and sold 30 June 1960.

Hornbill earned two battle stars for her service in World War II.

Hornby

(PF–82: dp. 1,430; l. 303'11"; b. 37'8"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma*)

Hornby (PF–82), originally designated PG–190, was built under Maritime Commission contract by Walsh-Kaiser Co. Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–82 15 April 1943, renamed *Montserrat*, and launched 27 September 1943, Mrs. Harry Gray as sponsor. *Montserrat* was then completed and transferred under Lend-Lease to the United Kingdom 31 August 1944 as part of the 12-ship "Colony" class. She served as a patrol and escort vessel until being returned to the United States 11 June 1946. The frigate was subsequently sold to John J. Duane Co., Quincy, Mass., 30 November 1947 and scrapped.

Horne

Frederick Joseph Horne was born 14 February 1880 in New York, N.Y., and entered the Naval Academy in 1895. As a Naval Cadet, he saw service during the Spanish-American War in *Bancroft* and *Texas*, before graduating in 1899. Subsequently, he sailed in various ships during the Philippine Insurrection, served as an instructor at the Naval Academy in 1905, and filled various posts ashore and afloat until taking his first command in 1914, *Rainbow*. Horne rendered distinguished service as Naval Attache at Tokyo 1915 to 1919, and until World War II exercised command of many ships and shore installations. In 1941 he was a Vice Admiral serving on the General Board of the Navy Department, and in March 1942 he was appointed Vice Chief of Naval Operations. From 1942 until 1945 Admiral Horne had particular cognizance over matters of logistics, intelligence, and communications, and was awarded the Distinguished Service Medal for his outstanding service. He retired 1 August 1946, after over 50 years of active duty with the Navy. Admiral Horne died in San Diego, Calif., 18 October 1959.

(DLG–30: dp. 7,900 fl.; l. 547'; b. 54'9"; dr. 28'10"; s. over 30 k.; cpl. 418; a. Ter. mis., ASROC, 2 5", 4 3", 8 21" tt.; cl. *Belknap*)

Horne (DLG–30) was laid down 12 December 1962 by San Francisco Naval Shipyard, San Francisco, Calif.; launched 30 October 1964; sponsored by Mrs. Frederick J. Horne, widow, and commissioned 15 April 1967, Captain Stansfield Turner in command.

After shakedown, the new guided missile frigate joined the Pacific Fleet and operated out of San Diego, a major addition to American sea power.

Horner, T. D., see *T. D. Horner*

Hornell, see *YF–849*

Hornet

A large strong wasp whose sting is severe.

I

(Slp: a. 10 9-pdrs.)

The first *Hornet* was a merchant sloop chartered from Captain William Stone in December 1775 to serve under Stone as a unit of Esek Hopkins' Fleet.

Hornet fitted out at Baltimore, then sailed with Hopkins fleet 18 February 1776. Outside the Virginia Capes, she ran afoul of *Fly* and was unable to accompany the fleet for the amphibious assault on New Providence. She patrolled in the Delaware Bay for nearly a year, then ran the British blockade to convoy merchantmen to Charleston. Documents of service are incomplete after this time but it appears that *Hornet* fell into British hands on the coast of South Carolina in the summer of 1777.

II

(Slp: t. 71; cpl. 34; a. 10 guns)

The second *Hornet*, formerly merchant ship *Traveller* of Massachusetts, was purchased at Malta and joined the American blockade of Tripoli in April 1805, Lt. Samuel Evans in command. Her bombardment in company with *Argus* and *Nautilus* 27 April 1805 helped force the surrender of Derne to a land expedition bringing pressure to bear on the besieged port of Tripoli, where the Bashaw soon accepted terms of peace.

After helping to evacuate the expedition from Derne, *Hornet* joined the fleet in a show of strength off Tunis and other Barbary ports. This was effective in quelling threats of piratical acts against merchant shipping in the Mediterranean. *Hornet* continued patrol to insure safety of American commerce in the Mediterranean until 3 June 1806. After riding out a severe gale that carried away her top mast, she arrived in Philadelphia 9 August. *Hornet* decommissioned and was sold at Philadelphia 3 September 1806.

III

(Brig: t. 440; l. 106'9"; b. 31'5"; dr. 14'; a. 18 g.)

The third *Hornet* was launched 28 July 1805 by William Price of Baltimore, Md.; commissioned there 18 October 1805, Master Commandant Isaac Chauncey in command.

Hornet cruised the Atlantic coast until 29 March 1806 when she sailed to join the squadron protecting American commerce from threats of piracy in the Mediterranean. She returned to Charleston 29 November 1807 and was decommissioned.

Hornet recommissioned 26 December 1808. She transported General James Wilkinson to New Orleans, cruised in home waters to enforce the Embargo Act, and carried dispatches to Holland, France, and England. This service was intervened November 1810 to September 1811 during which time *Hornet* was rebuilt and ship-rigged in the Washington Navy Yard.

Cruising with Commodore John Rodgers' Squadron during the War of 1812, *Hornet* captured privateer *Dolphin* 9 July 1812, only to have *Dolphin* recaptured while en route to the United States. After assisting the blockade of the Brazilian port of Bahia, she captured HMS *Peacock* in a short but skillfully fought engagement off British Guiana 24 February 1813.

Hornet sailed north to New London after capturing *Peacock*. She was blockaded there until 14 November 1814 when she slipped past British cruisers and took another merchant prize en route to New York. Unaware that the war had ended, she sailed south and captured HMS *Penguin* 23 March 1815, off the island of Tristan da Cunha.

After a cruise to the West Indies and Copenhagen in 1818; and, a second to the Mediterranean in 1819, *Hornet* based at Key West and Pensacola, Fla., to help end piracy in the Caribbean Sea. She captured the pirate schooner *Moscow* 29 October 1821 off the coast of Santo Domingo. She cruised throughout the Caribbean for the next 9 years, departing Pensacola the last time 4 March 1829. She set course for the coast of Mexico and was never seen again. On 27 October 1829 the commander of the West Indies Squadron received information that *Hornet* had been dismasted in a gale off Tampico 29 September 1829 and had foundered with the loss of all hands.

IV

(Sch: cpl. 57; a. 5 18-pdr.)

The fourth *Hornet* was purchased at Georgetown, D.C., in 1813, and commissioned 15 March 1814, Sailing Master Joseph Middleton in command. She served primarily as a dispatch ship along the eastern seaboard, assisting in some coast and harbor survey work before sold at Norfolk in 1820.

V

(SwStr: t. 835, l. 242'; b. 26'6"; dr. 13'3"; a. 8 g.)

The fifth *Hornet* was built as the Confederate blockade runner *Lady Sterling* at Blackwell, England, in 1864; taken prize and set afire off Wilmington, N.C., by *Eolus* and *Calypso* of the Atlantic Blockading Squadron 28 October 1864; sold by the New York Prize Court to the Navy; commissioned 24 April 1865, Acting Master Joseph Avant in command; and renamed *Hornet* 17 June.

After fitting out at the Washington Navy Yard, *Hornet* carried President Andrew Johnson, Secretary of the Navy Gideon Welles, and their party to Point Lookout 22 to 24 July and subsequently cruised to Norfolk in late September. Departing Washington 22 October, she joined *Rhode Island* at Norfolk and sailed south to escort the surrendered Confederate ram *Stonewall* from Havana to Washington. Separated from the other two ships in a severe gale, *Hornet* returned to Washington 24 November, two days ahead of them. She then transported 115 men from Norfolk to the Receiving Ship at New York, putting in at Philadelphia after her voyage. *Hornet* decommissioned there 15 December 1865 and was sold to private citizens 26 June 1869.

VI

(t. 301; l. 180'; b. 24'; dr. 11'; s. 15 k.; a. 3 6-pdrs.; 2 1-pdrs.)

The sixth *Hornet*, the former yacht *Alicia*, was built by Harlan and Hollingsworth, Wilmington, Del., in 1890; purchased from H. M. Flagler 6 April 1898; and commissioned at New York 12 April 1898, Lt. J. M. Helm in command.

Six days after she commissioned, *Hornet* sailed to join the American fleet blockading Spanish Cuba. Reaching Havana 24 April, she cruised in Cuban waters with several short trips to Key West. On 30 June 1898 *Hornet* was sent to reconnoiter cays and shoals off the Spanish fort at Manzanillo in company with *Hist* and *Wompatuck*. Early that morning she seized the schooner *Nickerson*, of English registry but loaded with provisions and under a Spanish crew, trying to make her way into the blockaded harbor. At 0815 the American ships spotted a Spanish gunboat anchored under the blockhouses of the Army, but closed for action anyway. Although under heavy and continuous fire from shore batteries and a small arms fusillade from Spanish troops, the American ships fired on and sank the gunboat, withdrawing with no casualties. That same day the three ships entered Manzanillo harbor and were soon deep in battle, with shells splashing in the water all around. *Hornet*'s main steam pipe was cut by a Spanish shell and the ship filled with steam.

Although disabled, *Hornet* continued to fire on the enemy, her crew passing ammunition through the scalding steam as they drifted close in under the shore batteries. A small Spanish sloop came in from port, assuming that *Hornet*'s attention was totally centered on her starboard batteries which were pounding the enemy. *Hornet*'s alert crew shifted to port and with one well-placed shot from the six-pounder sent the sloop, rifles and

all, to the bottom. By now *Hornet* had drifted dangerously close to shoal water. *Wompatuck* steamed over to tow her, all guns still blazing. Despite the day's heated action, not one sailor had been lost.

On 11 July 1898 *Hornet* was back on station, joining *Hist* and *Wompatuck* to cut the cable near Santa Cruz del Sur, destroying telegraphic communication between Havana and Manzanillo. A week later she returned to Manzanillo as the American fleet entered the harbor. In an hour and forty minutes of sharp action, *Hornet* and her sister ships sank nine Spanish ships as well as four armed pontoons, while under heavy fire from shore batteries and enemy troops lining the harbor.

Departing Key West 10 August, *Hornet* reached Norfolk 2 weeks later and decommissioned 18 October 1898. Loaned to the North Carolina Naval Militia, she served with them until 1902 and then reported to Norfolk as tender to the receiving ship *Franklin*. *Hornet*'s name was struck 18 March 1910. She was sold 12 July 1910 to N. S. Sterns of New Orleans.

VII

(CV–8: t. 19,800; l. 809'9"; ew. 144'; dr. 21'8"; s. 33 k.; cpl. 1,889; a. 8 5", 16 1.1 mg.; cl. *Hornet*)

The seventh *Hornet* (CV–8) was launched 14 December 1940 by the Newport News Ship Building & Dry Dock Co., Newport News, Va.; sponsored by Mrs. Frank M. Knox, wife of the Secretary of the Navy; and commissioned at Norfolk 20 October 1941, Captain Marc A. Mitscher in command.

During the uneasy period before Pearl Harbor, *Hornet* trained out of Norfolk. A hint of a future mission occurred 2 February 1942 when *Hornet* departed Norfolk with two Army B–25 medium bombers on deck. Once at sea, the planes were launched to the surprise and amazement of *Hornet*'s crew. Her men were unaware of the meaning of this experiment, as *Hornet* returned to Norfolk, prepared to leave for combat, and on 4 March sailed for the West Coast via the Panama Canal.

Hornet arrived San Francisco 20 March. With her own planes on the hangar deck, she loaded 16 Army B–25 bombers on the flight deck. Under the command of Lieutenant Colonel James H. Doolittle 70 officers and 64 enlisted men reported aboard. In company of escort ships *Hornet* departed San Francisco 2 April and embarked on her mission under sealed orders. That afternoon Captain Mitscher informed his men of their mission: a bombing raid on Japan.

Eleven days later *Hornet* joined *Enterprise* off Midway and Task Force 16 turned toward Japan. With *Enterprise* providing air combat cover, *Hornet* was to steam deep into enemy waters where Colonel Doolittle would lead the B–25s in a daring strike on Tokyo and other important Japanese cities. Originally, the task force intended to proceed to within 400 miles of the Japanese coast; however, on the morning of 18 April a Japanese patrol boat, *No. 23 Nitto Maru*, sighted *Hornet*. The cruiser *Nashville* sank the craft which already had informed the Japanese of the presence and location of the American task force. Though some 600 miles from the Japanese coast, confirmation of the patrol boat's warning prompted Admiral William F. Halsey at 0800 to order the immediate launching of the "Tokyo Raiders."

As *Hornet* swung about and prepared to launch the bombers which had been readied for take-off the previous day, a gale of more than 40 knots churned the sea with 30-foot crests; heavy swells, which caused the ship to pitch violently, shipped sea and spray over the bow, wet the flight deck and drenched the deck crews. The lead plane, commanded by Colonel Doolittle, had but 467 feet of flight deck while the last B–25 hung far out over the fantail. The first of the heavily-laden bombers lumbered down the flight deck, circled *Hornet* after take-off, and set course for Japan. By 0920 all 16 of the bombers were airborne, heading for the first American air strike against the heart of Japan.

Hornet brought her own planes on deck and steamed at full speed for Pearl Harbor. Intercepted broadcasts, both in Japanese and English, confirmed at 1445 the success of the raids. Exactly one week to the hour after launching the B–25s, *Hornet* sailed into Pearl Harbor. *Hornet*'s mission was kept an official secret for a year; until then President Roosevelt referred to the origin of the Tokyo raid only as "Shangri-La."

Hornet steamed from Pearl 30 April, to aid *Yorktown* and *Lexington* at the Battle of the Coral Sea. But that battle was over before she reached the scene. She returned to Hawaii 26 May and sailed 2 days later with her sister carriers to repulse an expected Japanese fleet assault on Midway.

Japanese carrier-based planes were reported headed for Midway the early morning of 4 June 1942. *Hornet*, *Yorktown*, and *Enterprise* launched strikes as the Japanese carriers struck their planes below to prepare for a second strike on Midway. *Hornet* dive bombers missed contact, but 15 planes comprising her Torpedo Squadron 8 found the enemy and pressed home their attacks. They were met by overwhelming fighter opposition about 8 miles from three enemy carriers and followed all the way in to be shot down one by one. Ens. George H. Gay, USNR, the only surviving pilot, reached the surface as his plane sank. He hid under a rubber seat cushion to avoid strafing and witness the greatest carrier battle in history.

Of 41 torpedo planes launched by the American carriers, only six returned. Their sacrifices drew enemy fighters away from dive bombers of *Enterprise* and *Yorktown* who sank three Japanese carriers with an assist from submarine *Nautilus*. The fourth Japanese carrier, *Hiryu*, was sunk the following day; gallant *Yorktown* was lost to combined aerial and submarine attack.

Hornet planes attacked the fleeing Japanese fleet 6 June 1942 to assist in sinking cruiser *Mikuma*, damaged a destroyer, and left cruiser *Mogami* aflame and heavily damaged. Hits were also made on other ships. *Hornet*'s attack on *Mogami* wrote the finis to one of the decisive battles of history that had far reaching and enduring results on the Pacific War. Midway was saved as an important base for operations into the western Pacific. Likewise saved was Hawaii. Of greatest importance was the crippling of Japan's carrier strength, a severe blow from which she never fully recovered. The four large aircraft carriers sent to the bottom of the sea carried with them some 250 planes along with a high percentage of Japan's most highly trained and battle-experienced carrier pilots. This great victory by *Hornet* and our other ships at Midway spelled the doom of Japan.

Following the Battle of Midway, *Hornet* had new radar installed and trained out of Pearl Harbor. She sailed 17 August 1942 to guard the sea approaches to bitterly contested Guadalcanal in the Solomons. Bomb damage to *Enterprise* (24 August), torpedo damage to *Saratoga* (31 August), and loss of *Wasp* (15 September) reduced carriers in the South Pacific to one—*Hornet*. She bore the brunt of air cover in the Solomons until 24 October 1942 when she joined *Enterprise* northwest of the New Hebrides Islands and steamed to intercept a Japanese carrier-battleship force bearing down on Guadalcanal.

The Battle of Santa Cruz Island took place 26 October 1942 without contact between surface ships of the opposing forces. That morning *Enterprise* planes bombed carrier *Zuiho*. Planes from *Hornet* severely damaged carrier *Shokaku*, and cruiser *Chikuma*. Two other cruisers were also attacked by *Hornet* aircraft. Meanwhile, *Hornet*, herself, was fighting off a coordinated dive bombing and torpedo plane attack which left her so severely damaged that she had to be abandoned. Commented one sailor, awaiting rescue, when asked if he planned to reenlist, "Dammit, yes—on the new *Hornet!*" Captain Mason, the last man on board, climbed over the side and survivors were soon picked up by destroyers.

The abandoned *Hornet*, ablaze from stem to stern, refused to accept her intended fate from friends. She still floated after receiving nine torpedoes and more than 400

rounds of 5-inch shellfire from destroyers *Mustin* and *Anderson*. Japanese destroyers hastened the inevitable by firing four 24-inch torpedoes at her blazing hull. At 0135, 27 October 1942, she finally sank off the Santa Cruz Islands. Her proud name was struck from the Navy List 13 January 1943.

Hornet (CV–8) received four battle stars for World War II service. Her famed Torpedo Squadron 8 was awarded the Presidential Unit Citation "for extraordinary heroism and distinguished service beyond the call of duty" in the Battle of Midway.

VIII

(CV–12: dp. 27,000; l. 872'; b. 147'6"; dr. 28'; s. 33 k.; cpl. 3,448; a. 12 5"; 40 40mm.; cl. *Essex*)

The eighth *Hornet* (CV–12) was launched 30 August 1943 by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; sponsored by Mrs. Frank M. Knox, wife of the Secretary of the Navy; and commissioned 29 November 1943, Captain Miles M. Browning in command.

Hornet conducted shakedown training off Bermuda before departing Norfolk 14 February 1944 to join the Fast Carrier Task Force 20 March at Majuro Atoll in the Marshalls. After lending air support to protect the invasion beaches in New Guinea, she conducted massive aerial raids against Japanese bases in the Caroline Islands and prepared to support the amphibious assault for the occupation of the Marianas Islands.

On 11 June 1944 *Hornet* launched raids on Tinian and Saipan. The following day she conducted heavy bombing attacks on Guam and Rota. During 15 to 16 June, she blasted enemy air fields at Iwo and Chichi Jima to prevent air attacks on troops invading Saipan in the Marianas. The afternoon of 18 June 1944 *Hornet* formed with the Fast Carrier Task Force to intercept the Japanese First Mobile Fleet, headed through the Philippine Sea for Saipan. The Battle of the Philippine Sea opened 19 June 1944 when *Hornet* launched strikes to destroy as many land-based Japanese planes as possible before the carrier-based Japanese aircraft came in.

The enemy approached the American carriers in four massive waves. But fighter aircraft from *Hornet* and other carriers did a magnificent job and broke up all the attacks before the Japanese aerial raiders reached the task force. Nearly every Japanese aircraft was shot down in the great air battles of 19 June 1944 that became commonly known as "The Marianas Turkey Shoot." As the Japanese Mobile Fleet fled in defeat on 20 June, the carriers launched long-range airstrikes that sank Japanese carrier *Hiji* and so damaged two tankers that they were abandoned and scuttled. Admiral Ozawa's own flag log for 20 June 1944 showed his surviving carrier air power as only 35 operational aircraft out of the 430 planes with which he had commenced the Battle of the Philippine Sea.

Hornet, basing from Eniwetok in the Marshalls, raided enemy installations ranging from Guam to the Bonins, then turned her attention to the Palaus, throughout the Philippine Sea, and to enemy bases on Okinawa and Formosa. Her aircraft gave direct support to the troops invading Leyte 20 October 1944. During the Battle for Leyte Gulf she launched raids for damaging hits to the Japanese center force in the Battle off Samar, and hastened the retreat of the enemy fleet through the Sibuyan Sea towards Borneo.

In the following months *Hornet* attacked enemy shipping and airfields throughout the Philippines. This included participation in a raid that destroyed an entire Japanese convoy in Ormoc Bay. On 30 December 1944 she departed Ulithi in the Carolines for raids against Formosa, Indo-China, and the Pescadores Islands. En route back to Ulithi, *Hornet* planes made photo reconnaissance of Okinawa 22 January 1945 to aid the planned invasion of that "last stepping-stone to Japan."

Hornet again departed Ulithi 10 February for full-scale aerial assaults on Tokyo, then supported the amphibious landing assault on Iwo Jima 19–20 February 1945. Repeated raids were made against the Tokyo plains industrial complex, and Okinawa was hard hit. On 1 April 1945 *Hornet* planes gave direct support to the amphibious assault landings on Okinawa. On 6 April her aircraft joined in attacks which sank the mighty Japanese battleship *Yamato* and her entire task force as it closed Okinawa. The following 2 months found *Hornet* alternating between close support to ground troops on Okinawa and hard-hitting raids to destroy the industrial capacity of Japan. She was caught in a howling typhoon 4 to 5 June 1945 which collapsed some 25 feet of her forward flight deck.

Hornet was routed back to the Philippines and from there to San Francisco, arriving 7 July 1945. Her overhaul was complete by 13 September 1945 when she departed as a part of the "Magic Carpet" operation that saw her return home troops from the Marianas and Hawaiian Islands. She returned to San Francisco 9 February 1946. She decommissioned there 15 January 1947, and joined the Pacific Reserve Fleet.

Hornet recommissioned 20 March 1951, then sailed from San Francisco for the New York Naval Shipyard where she decommissioned 12 May 1951 for conversion to an attack aircraft carrier (CVA–12). She recommissioned 11 September 1953 and trained in the Caribbean Sea before departure from Norfolk 11 May 1954 on an 8-month global cruise.

After operations in the Mediterranean Sea and the Indian Ocean, *Hornet* joined the mobile 7th fleet in the South China Sea where 25 July, search planes from her task group shot down two attacking Chinese Communist fighter planes. She returned to San Francisco 12 December 1954, trained out of San Diego, then sailed 4 May 1955 to join the 7th fleet in the Far East.

Hornet helped cover the evacuation of Vietnamese from the Communist controlled north to freedom in South Vietnam, then ranged from Japan to Formosa, Okinawa, and the Philippines in readiness training with the 7th fleet. She returned to San Diego 10 December 1955 and entered the Puget Sound Naval Shipyard the following month for conversion that included a hurricane bow and the installation of an angled flight deck which permits the simultaneous launching and recovery of aircraft.

Following her modernization overhaul, *Hornet* operated along the California coast. She departed San Diego 21 January 1957 to bolster the strength of the 7th fleet until her return from the troubled Far East 25 July. Following a similar cruise, 6 January–2 July 1958, she was converted to an Antisubmarine Warfare Support Carrier (CVS–12) in the Puget Sound Naval Shipyard. On 3 April 1959 she sailed from Long Beach to join the 7th fleet in antisubmarine warfare tactics ranging from Japan to Okinawa and the Philippines. She returned home in October, for training along the western seaboard.

In the following years, *Hornet* was regularly deployed to the 7th fleet for operations ranging from the coast of South Vietnam, to the shores of Japan, the Philippines and Okinawa. On 25 August 1966 she was on recovery station for the unmanned Apollo moonship that rocketed three-quarters of the way around the globe in 93 minutes before splashdown near Wake Island. Scorched from the heat of its re-entry into the Earth's atmosphere, the Apollo space capsule, designed to carry American astronauts to the moon, was brought aboard *Hornet* after its test.

Hornet returned to Long Beach 8 September, but headed back to the Far East 27 March 1967. She reached Japan exactly a month later and departed Sasebo 19 May for the war zone. She operated in Vietnamese waters throughout the remainder of spring and during much of the summer of 1967 aiding in the struggle to keep freedom alive in Southeast Asia.

Hornet received the Presidential Unit Citation and seven battle stars for service in World War II.

Hosmer, Harriet, see *Luna* (AKS–7)

Hoste

(PF–83: dp. 1,430; l. 303'11"; b. 37'8"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma*)

Hoste (PF–83), originally designated PG–191, was built under Maritime Commission contract by Walsh-Kaiser Co. Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–83 15 April 1943, renamed *Nyasaland*, and launched 6 October 1943, sponsored by Mrs. William A. Cahir. *Nyasaland* was then completed and transferred under Lend-Lease to the United Kingdom 31 July 1944 as part of the 21 ship "Colony"-class. She served as a patrol and escort vessel until being returned to the United States 15 April 1946. The frigate was subsequently sold to Sun Shipbuilding & Dry Dock Co., Chester, Pa., 10 November 1947, and scrapped.

Hoste

Admiral Sir William Hoste (1780–1828), an outstanding British frigate captain who, in 1811, won the Battle of Lissa.

(DE–521: dp. 1,140; l. 289'5"; b. 35'1"; dr. 8'3"; s. 21 k; cpl. 156; a. 3 3", 4 1.1", 9 21mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Evarts*)

Hoste (DE–521) was launched 24 September 1943 by Boston Navy Yard, Boston, Mass.; accepted and transferred to Great Britain 3 December 1943 under Lend-Lease. This and other *Evarts*-class destroyer escorts formed the *Captain*-class in the Royal Navy and played a vital part in allied antisubmarine operations during the Battle of the Atlantic. *Hoste* was returned to U.S. custody at Harwich, England, and commissioned 22 August 1945, Lt. C. G. Helm, Jr., in command.

The destroyer escort sailed 29 August from Harwich, arriving Philadelphia Navy Yard 9 September 1945. There she decommissioned 23 October and was eventually scrapped 7 May 1946.

Hotham

A British name.

(DE–574: dp. 1,400; l. 306'; b. 37'; dr. 9'5"; s. 24 k.; cpl. 186; a. 3 3", 2 dct., 1 dcp. (h.h.), 8 dcp.; cl. *Buckley*)

Hotham (DE–574) was launched by the Bethlehem-Hingham Shipyard, Hingham, Mass., 21 December 1943. Designated for transfer to Great Britain under Lend-Lease, she was delivered to the Royal Navy and commissioned by them 8 February 1944. *Hotham* served through the remainder of the war as an escort vessel, and was retained by the British after 1945 for experiments with gas turbine propulsion. She was returned to the U.S. Government 25 April 1952 and simultaneously transferred to the British under the Mutual Defense Assistance Program. The partially-stripped vessel was later returned to U.S. custody in February 1956, and her powerplant was sold to the Netherlands.

Hotham

(PF–75: dp. 1,430; l. 303'11"; b. 37'8"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3"; cl. *Tacoma*)

Hotham (PF–75), originally PG–183, was built under Maritime Commission contract by Walsh-Kaiser Co. Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–75 15 April 1943, renamed *Bahamas*, and launched 17 August 1943, Mrs. James A. Gallagher as sponsor. *Bahamas* was then completed and transferred to the United Kingdom under Lend-Lease 6 December 1943 as part of the 21-ship "Colony" class. She served as a patrol and escort craft until being returned to the United States 11 June 1946. The frigate was sold to John J. Duane Co., Quincy, Mass., 16 December 1947 and scrapped.

Hotspur

A former name retained.

Hotspur (AP–102) was renamed *La Salle* (*q.v.*) 6 April 1943.

Houghton

Communities in northwestern Michigan and southwestern New York.

The bark *A. Houghton* (*q.v.*) was incorrectly called *Houghton* and *Van Houghton*.

I

(PC–588: dp. 295; l. 174'; b. 23'; dr. 8'; s. 20 k.; cpl. 65; a. 1 3", 5 20mm., 2 rkt., 2 dcp.; cl. *PC–461*)

PC–588 was laid down by Leathem D. Smith Shipbuilding Co., Sturgeon Bay, Wis., 22 November 1941; launched 3 May 1942; sponsored by Mrs. Joshua L. Johns; and commissioned 22 June, Lt. J. R. Hinton in command.

After shakedown off Florida, *PC–588* was assigned to patrol and escort duty out of Key West and in the Gulf of Mexico. In late September 1942 she joined a convoy en route to the Pacific; after touching California ports, she arrived Pearl Harbor 28 November. From November 1942 until January 1944 the submarine chaser performed patrol and escort duty in the Hawaiian Islands.

Departing Pearl Harbor 18 January 1944, *PC–588* escorted SS *Richard Yates* to Makin, Gilbert Islands. For the remainder of World War II, she operated on patrol and escort duty in the South Pacific. Her efforts played an effective role in keeping the supply lines open during the final months of the war. *PC–588* returned to the United States in late 1945, decommissioned at Puget Sound 29 July 1946, and joined the Pacific Reserve Fleet.

While berthed with the Columbia River Group, *PC–588* was named *Houghton* 15 February 1956. She was struck from the Navy List and sold to Geomarine Services, Inc., 11 March 1960.

Houma

(Str: t. 10,387 (gr.); l. 435'; b. 56'; dph. 33'6"; dr. 26'; s. 10.5 k.)

Houma, a tanker, was built by the Bethlehem Ship Building Co., Sparrows Point, Md., and commissioned there on 22 January 1919, Lt. Comdr. C. Moore commanding.

After a trip up the coast to New York and Melville, R.I., the tanker sailed to Port Arthur, Tex., for fuel oil, arriving 24 April. Three days later she sailed, arriving at Ponta Delgada, Azores, 14 May to refuel American destroyers there. *Houma* remained in the Azores a month, servicing ships at Horta as well as Ponta Delgada refueling three destroyers at sea. She sailed for the States on 19 June arriving in New York 10 days later. *Houma* again sailed to Ponta Delgada, arriving there 24 July, and performed the same services as before. She returned to New York via Brest, France on 22 August.

Houma decommissioned at New York 4 September 1919, and was redelivered to the U.S. Shipping Board.

Housatonic

One of the rivers of New England which rises in Berkshire County, Mass., and flows southward into Connecticut before emptying into Long Island Sound a little east of Bridgeport.

I

(ScSlp.: t. 1,240; l. 207'; b. 38'; dr. 8'7"; s. 9 k.; cpl. 160; a. 1 100-pdr. Parrott rifle, 3 30-pdr. Parrott rifles, 1 11"

Dahlgren sb., 2 32-pdrs., 2 24-pdr. howitzers, 1 12-pdr. howitzer, 1 12-pdr. rifle)

The first *Housatonic* was launched 20 November 1861 by the Boston Navy yard; sponsored by Miss Jane Coffin Colby and Miss Susan Paters Hudson; and commissioned there 29 August 1862, Commander William Rogers Taylor in command.

Housatonic departed Boston 11 September and arrived Charleston 19 September to join the South Atlantic Blockading Squadron. She took station outside the bar. On 29 January 1863 her boats, aided by those of *Augusta*, *Blunt*, and *America*, boarded and refloated iron steamer *Princess Royal*. *Unadilla* had driven the blockade runner ashore as she attempted to slip into Charleston from England with a cargo consisting of two marine engines destined for Confederate ironclads and a large quantity of ordnance and ammunition. These imports were of such great potential value to the South that they have been called "the war's most important single cargo of contraband."

It was possibly in the hope of recovering this invaluable prize that Confederate ironclad rams *Chicora* and *Palmetto State* slipped out of the main ship channel of Charleston Harbor to attack the Union blockading fleet in the early morning fog 2 days later. They rammed *Mercedita* forcing her to strike her colors "in a sinking and perfectly defenseless condition" and moved on to cripple *Keystone State*. Gunfire from the rams also damaged *Quaker City* and *Augusta* before the Confederate ships withdrew under fire from *Housatonic* to the protection of shore batteries.

Housatonic captured sloop *Neptune* 19 April as she attempted to run out of Charleston with a cargo of cotton and turpentine. She was credited with assisting in the capture of steamer *Scecsh* 15 May. Howitzers mounted in *Housatonic*'s boats joined in the attack on Fort Wagner 10 July which began the continuing bombardment of the Southern works at Charleston. In ensuing months her crew repeatedly manned boats which shelled the shoreline, patrolled close ashore gathering valuable information, and landed troops for raids against the outer defenses of Charleston.

Meanwhile *Housatonic* vigilantly maintained her station in the blockade outside the bar until just before 9 o'clock on the night of 17 February 1864. Her officer of the deck sighted an object in the water 100 yards off, approaching the ship. "It had the appearance of a plank moving in the water," he later reported. Although the chain was slipped, the engine backed, and all hands were called to quarters, it was too late. Within 2 minutes of the first sighting, *H. L. Hunley* rammend her torpedo into *Housatonic*'s starboard side, forward of the mizzenmast, in history's first successful submarine attack on a warship. Before the rapidly sinking ship went down, the crew managed to lower two boats which took all the men they could hold; most others saved themselves by climbing into the rigging which remained above water after the stricken ship settled on the bottom. Only two officers and three men in *Housatonic* were lost.

H. L. Hunley, with all her gallant crew, perished in the attack; but only after having written a fateful page in the history of naval warfare which foretold a giant role for undersea warfare in generations to come.

II

(SP–1697: dp. 7,620 n.; l. 405′1″; b. 48′; dr. 22′6″; s. 15 k.; cpl. 100; a. 1 5″, 2 3″, 2 mg.)

The second *Housatonic* was built in 1899 by Newport News Ship Building & Dry Dock Co., Norfolk, Va., and was acquired by the Navy from Southern Pacific Steam Ship Co., under the name *El Rio*. She commissioned 25 January 1918 and served as a mine planter in the 3d Naval District until decommissioning 5 August 1919 when she was returned to her owner.

USS *Housatonic* was destroyed by Confederate Submarine *H. L. Hunley* off Charleston Harbor 17 February 1864.

Copy

C.N.W.R. 378

W.S.S. Canandaigua

Off Charleston S.C.

February 18th 1864

Sir.

I have the Honor to make the following report of the sinking of the U.S.S. Housatonic by a rebel torpedo Off Charleston S.C. on the evening of the 17th inst

About 8.45 P.M. the officer of the deck Act Master I.K. Crosby discovered something in the water about one hundred yard from and moving towards the ship It had the appearance of a plank moving in the water. It came directly towards the ship, the time from when it was first seen till it was close alongside being about two minutes

During this time the chain was slipped, engine backed, and all hands called to quarters

The torpedo struck the ship forward of the mizzen mast, on the starboard side in a line with the magazine. Having the

after

Report on the sinking of USS *Housatonic* by Confederate Submarine *H. L. Hunley* in 1864

after pivot gun pivoted to port, we were unable to bring a gun to bear upon her.

About one minute after she was close alongside, the explosion took place, the ship sinking stern first, and heeling to port as she sank.

Most of the crew saved themselves by going into the rigging while a boat was dispatched by the "Canandaigua". This vessel came gallantly to our assistance and succeeded in rescuing all but the following named officers and men viz: Ensign E C Hazeltine, Captains Clerk O O Muzzey. Quartermaster John Williams, Landsman Theo Packer. 2nd Cap fireman John Walsh. The above officers and men are missing and are supposed to have been drowned.

Capt Pickering was seriously bruised by the explosion and is at present unable to make a report of the disaster.

Very Respectfully
Yr obt Svt
T J Higginson
Lieutenant

To Rear Admiral
John A Dahlgren
Comdg South Atlantic Blockading Squadron

III

(AO–35: dp. 21,825 fl.; l. 520′0″; b. 68′0″; dr. 30′10″; s. 17 k.; cpl. 239; a. 1 4″, 4 3″; cl. *Chicopee*)

The third *Housatonic* was a tanker completed in November 1941 by the Sun Shipbuilding & Dry Dock Co., Chester, Pa., under the name *Esso Albany*. After two voyages for Standard Oil Company of New Jersey, she was acquired by the Navy 9 January 1942, converted to a fleet oiler, and renamed *Housatonic*.

Shakedown training in Chesapeake Bay ended 10 March, and *Housatonic* joined Service Force, Atlantic Fleet. During the remainder of 1942 *Housatonic* carried fuel oil and aviation gas from the Gulf of Mexico to ports on the Atlantic Coast and in the Caribbean. A shortage of escorts necessitated the oiler's proceeding alone through waters infested with German submarines which were making many kills at that time. In July, the fleet oiler performed her first fueling at sea, servicing carrier *Ranger*, cruiser *Augusta*, and six destroyers engaged in ferrying Army P–40 fighter plans aboard the carrier from Port of Spain to Akkra on the Gold Coast of Africa. Fuel from *Housatonic* enabled this group to return to Port of Spain without stopping or putting into any port during the entire voyage.

In November, during Operation Torch, the invasion of North Africa, *Housatonic* fueled battleships, cruisers, and destroyers while they were at sea supporting the assault and capture of Cassablanca, French Morocco.

During 1943, the fleet oiler made four voyages to the Mediterranean from New York and Norfolk fueling destroyers at sea as they escorted convoys which supported the victorious allied campaigns in North Africa, Sicily, and southern Italy. In between these voyages she made one run from Norfolk to Argentia, Newfoundland and five from Texas ports to Norfolk. The close of the year found her at Bermuda training new destroyer escorts in the techniques of fueling at sea.

In 1944 *Housatonic* made three voyages from Norfolk to the Mediterranean, the first to Casablanca, the next to Oran, and the last to Naples. Then came a round trip from New York to Scotland and back with fast convoys. The highlight of this voyage came in Clyde where she fueled *Queen Elizabeth*.

Housatonic departed Norfolk 20 November for the Caroline Islands via Aruba, the Panama Canal, and Pearl Harbor. She arrived Ulithi 31 December and joined the Service Force, Pacific Fleet. From the first of the year until the surrender of Japan *Housatonic* was based at Ulithi whence she steamed to sea to fuel carriers, battleships, battle cruisers, cruisers, and destroyers of fast carrier groups which hammered Japanese installations as gigantic America sea power swept inexorably toward Japan. In this way she supported operations which took Luzon, Iwo Jima, and Okinawa and which bombarded the Japanese home islands.

After the surrender of Japan, *Housatonic* operated in the Yellow Sea fueling carriers, cruisers, and destroyers of the 7th Fleet which were supporting the occupation of North China and Korea. Floating mines made this duty particularly dangerous.

Housatonic arrived Tokyo Bay 17 October, and remained there until departing for the United States 12 November. She arrived San Francisco 26 November and decommissioned there 11 March 1946. She was transferred to the Maritime Commission 22 October and was sold to her former owner, The Standard Oil Company of New Jersey, 14 October 1947.

Houston

A city in Texas.

I

(AK–1: dp. 9,000; l. 392′; b. 50′9″; dr. 25′4″; s. 11 k.; cpl. 145; a. 4 3″)

The first *Houston* (AK–1) was the former German freighter *Liebenfels*, built by Bremer Vulcan, Vegesack, Germany, in 1903. Operated by the Hansa Line, she arrived Charleston, S.C., in August 1914, and remained there until 1 February 1917, when her crew scuttled her. Finding her sunk and abandoned, U.S. authorities set about to raise the ship and took her to Charleston Navy Yard for refitting 20 March 1917. She commissioned as *Houston* (AK–1) 3 July 1917, Lt. Comdr. W. H. Lee, USNRF commanding.

Assigned to the transport service, *Houston* departed Charleston 11 July, loaded coal and oil at Hampton Roads, and joined a convoy sailing from New York 7 August 1917. She arrived Brest 25 August and subsequently made four voyages to and from New York transporting such valuable cargoes as radio equipment, trucks, airplanes, and general supplies. Returning to New York 18 November, the ship was assigned to the Naval Overseas Transportation Service, and made four more voyages between the East and West coasts of the United States, departing on the first of these 15 December 1918 from New York. Until her return to New York 14 April 1921 *Houston* carried coal, ordnance, lumber, and general supplies between the coasts in support of the Navy's two-ocean operations.

Houston was next assigned to trans-Pacific duty. She sailed from New York 4 May, took on cargo at Philadelphia and Norfolk, and steamed by way of San Francisco, Pearl Harbor and Guam to Manila, arriving 22 October 1921. The ship departed Cavite 16 November, and arrived San Francisco 11 January 1922. *Houston* decommissioned 23 March 1922 and was sold 27 September 1922 to Frank M. Warren of Portland, Oreg.

II

(CA–30: dp. 9,050; l. 600′3″; b. 66′1″; dr. 16′4″; s. 33 k.; cpl. 621; a. 9 8″, 6 21″ tt.; cl. *Northampton*)

The second *Houston* (CA–30) was launched by Newport News Shipbuilding & Dry Dock Co., Newport News, Va., 7 September 1929; sponsored by Miss Elizabeth Holcombe, daughter of the mayor of Houston, Tex.; and commissioned as CL–30 17 June 1930, Captain J. B. Gay commanding. Her designation was changed to CA–30, 1 July 1931.

After conducting shakedown cruise in the Atlantic *Houston* returned to the United States in October 1930. She then visited Houston, Tex., and joined the fleet at Hampton Roads. Steaming to New York, the cruiser departed 10 January 1931 for the Pacific, and after stopping at the Canal Zone and the Hawaiian Islands arrived Manila 22 February 1931. *Houston* became flagship of the Asiatic Station upon arrival, and for the next year participated in training operations in the troubled Far East.

With the outbreak of war between China and Japan in 1932, *Houston* got underway 31 January for Shanghai to protect American lives and property. She landed Marine and Navy gun platoons to help stabilize the situation and remained in the area, with the exception of a good will cruise to the Philippines in March and one to Japan in May 1933, until being relieved by *Augusta* 17 November 1933. The cruiser sailed to San Francisco to join the Scouting Force, and for the years preceding World War II participated in Fleet Problems and maneuvers in the Pacific. During this period *Houston* made several special cruises. President Roosevelt came on board 1 July 1934 at Annapolis, Md., for a cruise of almost 12,000 miles through the Caribbean and to Portland, Oreg., by way of Hawaii. *Houston* also carried Assistant Secretary of the Navy Henry L. Roosevelt on a tour of the Hawaiian Islands, returning to San Diego 15 May 1935. After a short cruise in Alaskan waters, the cruiser returned to Seattle and embarked the President again 3 October 1935 for a vacation cruise to the Cerros Islands, Magdalena Bay, Cocos Islands, and Charleston, S.C. *Houston* also celebrated the opening of the Golden Gate bridge at San Francisco 28 May 1937, and carried President Roosevelt for a Fleet Review at the same city 14 July 1938.

Houston became flagship of the U.S. Fleet 19 September 1938, when Rear Admiral Bloch broke his flag on board

her, and maintained that status until 28 December, when she returned to the Scouting Force. Continuing the now-familiar routine of training exercises, she got underway for Fleet Problem 20, 4 January 1939 from San Francisco, sailed to Norfolk and Key West, and there embarked the President and the Chief of Naval Operations, Admiral Leahy, for the duration of the problem. She arrived Houston, Tex., 7 April for a brief visit before returning to Seattle, where she arrived 30 May.

Assigned as flagship Hawaiian Detachment, the cruiser arrived Pearl Harbor after her post-overhaul shakedown 7 December 1939, and continued in that capacity until returning to Mare Island 17 February 1940. Sailing to Hawaii, she departed 3 November for the Philippine Islands as the world situation grew darker. Arriving Manila 19 November 1940, she became flagship of Admiral Hart, Commander Asiatic Fleet.

As the war crisis deepened, Admiral Hart deposed his fleet in readiness. On the night of the Pearl Harbor attack, *Houston* got underway from Panay Island with fleet units bound for Darwin, Australia, where she arrived 28 December 1941 by way of Balikpapan and Surabaya. After patrol duty she joined the ABDA (American-British-Dutch-Australian) naval force at Surabaya. Air raids were frequent in the area, and *Houston*'s gunners splashed four planes 4 February as Admiral Doorman, RNN, took his force to engage Japanese reported to be at Balikpapan. *Houston* took one hit, disabling her No. 3 turret, and cruiser *Marblehead* was so damaged that she had to be sent out of the battle area. Doorman was forced to abandon his advance.

Returning to Australia, *Houston* departed 15 February with a small convoy to reinforce the garrison on Timor. Before the day was out, the group was forced to beat off numerous air attacks, and next morning the Japanese attacked in full force. During this defensive action, *Houston* distinguished herself by driving off nearly the entire raid without damage to her transports.

Receiving word that the major Japanese invasion force was approaching Java protected by a formidable surface unit, Admiral Doorman resolutely determined to meet and seek to destroy the main convoy. Sailing 26 February with *Houston*, HMAS *Perth*, HNMS *De Ruyter*, HMS *Exeter*, HNMS *Java* and 10 destroyers, he met the Japanese support force under Admiral Takagi consisting of 4 cruisers and 13 destroyers. In the Battle of the Java Sea which followed, Doorman's forces fought valiantly, but were doomed by lack of air cover and communication difficulties. The ships met for the first time in the late afternoon, and as Japanese destroyers laid smoke the cruisers of both fleets opened fire. After one ineffective torpedo attack the Japanese light cruisers and destroyers launched a second at 1700, this attack sinking *Kortenaer*. *Exeter* and destroyer *Electra* were hit by gunfire, *Electra* fatally, and at 1730 Admiral Doorman turned south toward the Java coast, not wishing to be diverted from his main purpose, the destruction of the convoy itself. With dogged fighting spirit he dodged another torpedo attack and followed the coastline, during which time *Jupiter* was sunk, either by mine or internal explosion. Then *Encounter* was detached to pick up survivors from *Kortenaer*, and the American destroyers, their torpedoes expended, were ordered back to Surabaya. Now with no destroyer protection, Doorman's four remaining ships turned north again in a last gallant attempt to stop the invasion of Java.

At 2300 the same night, the cruisers again encountered the Japanese surface group. On parallel courses the opposing units opened fire, and the Japanese launched a devastating torpedo attack 30 minutes later. *De Ruyter* and *Java*, caught in a spread of 12 torpedoes, exploded and sank, carrying their captains and Admiral Doorman down with them.

Before losing contact with *Perth* and *Houston*, Doorman had ordered them to retire. This was accomplished, but the next day the two ships steamed boldly into Banten Bay, hoping to damage the Japanese invasion forces there. The cruisers were almost torpedoed as they approached the bay, but evaded the nine torpedoes launched by destroyed *Fubuki*. The cruisers then sank one transport and forced three others to beach. A destroyer squadron blocked Sunda Strait, their means of retreat, and on the other hand large cruisers *Mogami* and *Mikuma* stood dangerously near. The result was foreordained, but *Houston* and *Perth* fought valiantly. *Perth* came under fire at 2336 and in an hour had been sunk from gunfire and torpedo hits. *Houston* then fought alone, her guns blazing at the enemy all around her, a champion at bay. Soon after midnight she took a torpedo and began to lose headway. During this time *Houston*'s gunners scored hits on three different destroyers and sank a minesweeper, but suffered three more torpedo explosions in quick succession. Captain Rooks was killed by a bursting shell at 0030 and as the ship came to a stop Japanese destroyers swarmed over her machine gunning the decks. A few minutes later the gallant *Houston*, her name written imperishably in the records of heroism, rolled over and sank, her ensign still flying.

Houston's fate was not known by the world for almost 9 months, and the full story of her courageous fight was not fully told until after the war was over and her survivors were liberated from prison camps. Captain Rooks received posthumously the Medal of Honor for this extraordinary heroism.

In addition to two battle stars, *Houston* was awarded the Presidential Unit Citation.

III

(CL–81 : dp. 10,000, l. 610'1''; b. 66'4''; dr. 20'; s. 33 k.; cpl. 992; a. 12 6'', 12 5''; cl. *Cleveland*)

The third *Houston* (CL–81) was launched by Newport News Shipbuilding & Dry Dock Co., Newport News, Va., 19 June 1943; sponsored by Mrs. C. B. Hamill. Originally named *Vicksburg*, her name had been changed 12 October 1942. The ship commissioned 20 December 1943, Captain W. W. Behrens commanding.

Houston departed Norfolk 1 February 1944 for her shakedown cruise in the Caribbean and after a period of training out of Boston sailed for the Pacific 16 April. She arrived Pearl Harbor via the Panama Canal and San Diego 6 May, and after more training exercises arrived Majuro Atoll 31 May to join Vice Admiral Mitscher's famed fast carrier task force. *Houston* was to take part in the invasion of the Marianas, a spectacular amphibious operation and another important step in the drive across the Pacific Islands to Japan. Departing 5 June 1944, *Houston* screened carrier strike units which pounded the Marianas 12–13 June and the Bonins 15–16 June.

As the forces of Adm. Kelly Turner landed on Saipan 15 June, the Japanese made preparations to close the island for a decisive naval battle. The great fleets approached each other 19 June for the biggest carrier engagement of the war, and as four large air raids hit the American dispositions, fighter cover and antiaircraft fire from *Houston* and other screen ships decimated the attacking Japanese formations. In this great Battle of the Philippine Sea, the first phase of which is called "The Marianas Turkey Shoot," Japan's naval air power was struck a death blow and the invasion of the Marianas secured. After offensive raids had sunk carrier *Hiji*, the battle ended with the task force returning to protect the Marianas. *Houston* remained to screen carrier strikes and engaged 26 June in shore bombardment on Guam and Rota, destroying a radar station, an airstrip, and 10 aircraft on the ground. She then returned to Eniwetok 12 August to prepare for the next operation.

Assigned to the newly-designated Task Group 38.2 under Rear Admiral Bogen, *Houston* sailed 30 August for air attacks on the Palaus 6 September, after which the cruiser and a group of destroyers bombarded Peleliu and other islands preparatory to amphibious landings. The carrier group then turned to the Philippines for strikes against airfields and shipping, and returned to Peleliu to support the forces ashore 17–19 September.

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Embarked in USS *Houston* (CA–30) in 1939, President Franklin D. Roosevelt and Admiral William D. Leahy observed a fleet problem

Returning to Ulithi 1 October 1944, *Houston* and her task group sailed 5 days later for an important operation into the western Pacific. Warming up with strikes against Okinawa 10 October, the carrier force moved toward its real objective 12 October—Formosa. In a devastating 3 days of attacks, naval air forces did much to destroy Formosa as a supporting base for the Japanese in the island battles still to come. Japanese forces retaliated with heavy and repeated land-based aircraft attacks. *Houston* splashed four aircraft in one attack on 12 October, and helped repel another attack next day, in which *Canberra* suffered damage. Taking *Canberra*'s old station 14 October, *Houston* and other ships met another heavy raid. Her gunners shot down three of the attackers but a fourth's torpedo hit her engine room, causing loss of power.

Captain Behrens requested a tow. This delicate operation was undertaken by *Boston*. By midnight both *Canberra* and *Houston* were under tow to Ulithi for repairs. *Pawnee*, fleet tug, assumed the tow 16 October. Late that afternoon one of the determined strikes from Formosa still trying to sink the ships placed another torpedo in *Houston*, in her stern. Evacuating surplus hands to escorting ships, the captain kept his damage control parties working and managed to keep *Houston* afloat and moving slowly toward Ulithi.

Learning that the Japanese believed "CripDiv I", as it was called, to be the battered remnants of Task Force 38, Admiral Halsey set a trap for the enemy fleet, hoping to lure them into an attack on the two crippled cruisers. The Japanese fleet actually did sortie from the Inland Sea but after an air attack evidently thought better of the idea and retired. *Houston* and *Canberra* were soon out of land-based air range, and arrived Ulithi 27 October 1944. After temporary repairs she proceeded to Manus 20 December and eventually steamed to New York Navy Yard, arriving 24 March 1945.

Houston steamed out of New York harbor 11 October 1945, after extensive rebuilding. Following refresher training in the Caribbean she took part in training exercises out of Newport, R.I. She sailed 16 April 1946 for an extended goodwill tour of European ports, visiting cities in Scandinavia, Portugal, Italy, and Egypt. She returned 14 December 1946 and engaged in training and readiness operations until 17 May 1947, when she sailed with Cruiser Division 12 for a Mediterranean cruise. Returning to Philadelphia 16 August 1947, *Houston* decommissioned 15 December 1947, was placed in reserve, and finally stricken from the Navy List 1 March 1959 and scrapped.

Houston received three battle stars for World War II service.

Hoven

(Tk: dp. 14,530; l. 453'; b. 56'; dr. 26'; dph. 33'6''; s. 11 k.; cpl. 67)

Hoven, a tanker, was built by the Bethlehem Ship Building Co., Sparrows Point, Md.; and commissioned there 16 May 1919, Lt. Comdr. Alexander MacKenzie in command.

After loading fuel oil at Bayonne, N.J., the tanker sailed for Europe on 23 May, reaching Horta, Azores, on 31 May and continuing on to Brest on 5 June. At both ports she refueled American warships, and then returned to New

York on 22 June. *Hoven* sailed to Port Arthur for fuel oil and from 22 July to 9 August transited the Atlantic to Brest. She returned to New York on 31 August and decommissioned there 8 September 1919. *Hoven* was delivered to the USSB the day she decommissioned. *Hoven* was sold to Beacon Oil Co., Boston, Mass., in 1927 and renamed *Beacon Hill.*

Hovey

Charles Emerson Hovey was born in Portsmouth, N.H., 10 January 1885. Ensign Hovey graduated from the Naval Academy in 1907. He served in *Pamgamga* in the Philippines in 1911. While in charge of a shore party on the island of Basilan, Ensign Hovey was killed by gun shot when attacked by hostile natives 24 September 1911.

(DD–208: dp. 1,190; l. 314'4"; b. 30'8"; dr. 9'3"; s. 35 k.; cpl. 167; a. 4 4", 8 .50 cal. mg., 2 dct.; cl. *Clemson*)

Hovey (DD–208) was launched 26 April 1919 by William Cramp & Sons, Philadelphia; sponsored by Mrs. Louise F. Kautz, sister of Ensign Hovey; and commissioned 2 October 1919, Comdr. Stephen B. McKinney in command.

After shakedown off the coast of Florida and in the Caribbean *Hovey* sailed from Newport 19 December 1919 in company with *Chandler* for the Azores and Brest, France, for duty as station ship. She sailed from Dalmatia, Italy 10 July 1920 for the Adriatic to deliver important papers and claims. Arriving Constantinople 12 July she later visited various Russian ports as station ship until 17 December when she sailed for Port Said, Egypt, and duty with the Asiatic Fleet in the Philippines. *Hovey* remained on the Asiatic station until she returned to San Francisco 2 October 1922, decommissioning at San Diego, 1 February 1923.

Hovey recommissioned 20 February 1930 at San Diego, Commander Stuart O. Greig in command. After shakedown out of San Diego and Mare Island she served principally as training ship for reservists until 9 April 1934 when she transited the Panama Canal, arriving New York 31 May. After training and fleet exercises out of New England and off the Florida coast, *Hovey* returned to San Diego 9 November. After overhaul at Mare Island, she resumed her operations along the West Coast with additional exercises and fleet problems in the Canal Zone and Hawaiian waters.

With the advances in technology and the good foresight and judgment of our naval leaders in strengthening America's Navy, *Hovey* converted to a high speed minesweeper and was reclassified DMS–11 19 November 1940. After intensive training she sailed 4 February 1941 for duty at Pearl Harbor. When the Japanese bombed Pearl Harbor 7 December 1941 *Hovey* was steaming in company with *Chandler* as antisubmarine screen for *Minneapolis*, engaged in gunnery practice some 20 miles off Pearl Harbor. The minesweeper immediately took up patrol and convoy duty around Pearl Harbor until 20 May when she escorted a 20-ship convoy to San Francisco, arriving 31 May. *Hovey* returned to Pearl Harbor in mid-June and sailed 10 July for the southwest Pacific escorting *Argonne* in company with *Southard.* She reached the Fiji Islands 23 July and joined Minesweeping Group of Rear Adm. Richmond K. Turner's South Pacific Amphibious Force the 31st.

On 7 August during the invasion of Guadalcanal, the first amphibious assault in the long island-hopping campaign, *Hovey* was assigned a screening station for the transports. Then, shortly before 0800, she took a bombardment station to cover the landings east of Gavutu. Japanese shore batteries opened up but were quickly silenced by accurate fire from *Hovey* and the other ships providing fire support. She next joined other DMS's for sweeps between Gavutu and Bungana Islands. The next morning she steamed into Lengo Channel to help ward off an attack by a squadron of torpedo bombers. The fire from our own surface units was so intense that it caused the enemy to drop their torpedoes prematurely at too great a range, thereby rendering the attack almost totally ineffective.

Hovey continued her operations around Guadalcanal before retiring to New Caledonia 13 September for replenishment. From there she proceeded to Samoa before returning to Ndeni, Santa Cruz, with a reconnaissance party of marines on board. Returning to New Caledonia, *Hovey* departed 10 October with two PT boats in tow and 127 drums of aviation gasoline on board, which she delivered to Tulagi two days later. *Hovey* continued escort duty between Guadalcanal and Espiritu Santo, until she returned to San Francisco 19 April 1943 for overhaul. She joined a convoy out of Mare Island 31 May for New Caledonia, arriving 10 August. She then resumed her escort and patrol duties until 30 October when she joined Rear Adm. T. S. Wilkinson's III Amphibious Force for the Cape Torokina landing, 1 November 1943. Never before in the Pacific had a major landing been made so close to a major enemy air base as Torokina was to Rabaul. But Wilkinson's force had excellent air coverage and the operations went off so well that he informed his transports that they could bombard Cape Torokina. For the next week during the seizure of Empress Augusta Bay, *Hovey* operated with the invasion forces, screening transports and making prelanding sweeps.

Hovey continued screening and escort duties in the Solomons until 5 April 1944 when she escorted *Lindenwald* from Tulagi to Majuro, Marshall Islands. She returned to Espiritu Santo 11 April and on the 20th joined Task Unit 34.9.3 (Captain Kane in *Petrof Bay*) delivering replacement planes to other carriers at Manus. The task unit rendezvoused 29 April with Fast Carrier Task Force 58 to furnish replacement planes for the first strikes on Truk. Proceeding to Florida Island, *Hovey* departed for the West Coast, arriving 31 May via Pearl Harbor.

Repairs complete, *Hovey* sailed for Pearl Harbor 29 July to become flagship for Mine Squadron Two (Commander W. R. Loud). She sortied from Port Purvis 6 September as part of the antisubmarine screen for Rear Admiral Oldendorf's Western Gunfire Support Group for operations in the southern Palaus. After sweeps between Angaur and Peleliu Islands and in Kossol Passage *Hovey* took up antisubmarine patrol in the transport area off Peleliu Island. She joined the Minesweeping and Hydrographic Group of Rear Adm. Thomas Sprague's Escort Carrier Group for the Invasion of Leyte (17–25 October 1944). On the 17th she began sweeping ahead of the high speed transports and fire support vessels in the approach to the landing beaches on Dinagat Island. After more sweeps through Looc Bay and the Tacloban-Dulag approach *Hovey* retired to Manus 25 October.

As flagship for Commander Loud's Minesweeping and Hydrographic Group, *Hovey* departed Manus 23 December, arriving Leyte Gulf the 30th. She sortied 2 January 1945, proceeded south through Suriago Strait and passed into the Mindanao Sea en route to the landings on Lingayen, Luzon. Many snoopers harassed the convoy during the night but no attacks developed until morning of the 3d. From then on the convoy was under air attack so much that *Hovey* had to adopt the policy of not firing unless she was directly under attack, lest she expend all her ammunition. By 6 January the minesweepers were in the entrance to Lingayen Gulf. At 0800 the sweepers came under attack and *Hovey* immediately splashed one suicide plane. As the ships made a return sweep, two suicide planes made straight runs on the last two ships in the column, crashing *Brooks* and *Long*. *Hovey* slipped her gear and stood in to assist *Long*. *Long*'s entire bridge and well deck was on fire, with intermittent explosions coming from the forward magazine and ready ammunition. Because of the explosions and air attacks, *Hovey* could not get alongside, but spent an hour picking up 149 survivors. At dark the sweepers made their night retirement and began steaming off the entrance to Lingayen Gulf. No more attacks occurred until 0425, 7 January, when enemy aircraft were picked up on radar. At 0450, one plane flying low to the water came in from the starboard quarter passing ahead of *Hovey*. A few moments later

another plane coming from the port beam was put on fire by *Chandler*. This plane passed very low over *Hovey* and crashed on the starboard beam. At 0455, the instant the burning plane crashed, *Hovey* was struck by a torpedo on her starboard side in the after engineroom. Lights and power were lost instantly. The stern remained nearly level and sinking to the top of the after deck house, the bow listed 40 degrees to starboard and rose out of the water, the ship breaking in half. Two minutes later the bow listed to 90 degrees, rose vertically and rapidly sank in 54 fathoms of water, suffering 24 killed in addition to 24 more men who were survivors from *Long* and *Brooks*.

In 1778 John Paul Jones said "I wish to have no connection with any ship that does not sail fast for I intend to go in harms way". So it was with *Hovey*. Though lightly armed, she braved enemy shore fire, strafing and bombing attacks to complete minesweeping, fire support, escort duty, and many other missions. Constantly vigilant and ready for battle she fought her guns valiantly, inflicting serious damage on vital enemy units. She steamed boldly through enemy waters, contributing directly to the success of eight major operations. Her own gallant fighting spirit and the skill and courage of her entire crew reflected the highest credit upon *Hovey* and the U.S. Naval Service.

Hovey received eight battle stars for World War II service.

Howard

Charles W. Howard volunteered for service in the Navy during the Civil War, being appointed mate in October 1862. As acting ensign he served on board the *New Ironsides* and was in charge of the deck when that ship was attacked by the Confederate torpedo boat *David* in Charleston Harbor, on the night of 5 October 1863. Mounting the rail, he ordered the sentries to fire on the approaching enemy, and while exposed he received a mortal wound. He died 5 days later and was honored by being appointed acting master after his death "for gallant conduct in face of the enemy."

(DD–179: dp. 1,060; l. 314′5″; b. 31′8″; dr. 8′6″; cpl. 101; a. 4 4″, 2 3″, 12 21″ tt.; cl. *Wickes*)

Howard (DD–179) was launched by Union Iron Works, San Francisco, Calif., 26 April 1919; sponsored by Marion Filmer, and commissioned 29 January 1920 at Mare Island, Calif., Comdr. L. M. Stewart in command.

Howard departed San Francisco 1 March 1920 to join the Pacific Destroyer Force at San Diego. After initial tactical maneuvers and gunnery training, she departed San Diego 3 May for Topolobampo, Mexico, where she was vitally needed to protect American interests. She rejoined her destroyer flotilla 17 May to participate in intensive and prolonged operations in the San Diego area, including torpedo practice, patrol, battle practices and exercises with submarines. *Howard* decommissioned 27 May 1922.

Recommissioned 29 August 1940, *Howard* was converted to a minesweeper and reclassified DMS–7. She sailed from San Diego in mid October, arrived at Norfolk on the 29th and proceeded 19 November for duty in the Caribbean. She remained there until 17 May 1941 conducting minesweeping assignments and patrol duty enforcing the Neutrality Act. *Howard* returned to Norfolk 19 May and participated in exercises along the Chesapeake Bay until the Japanese attack on Pearl Harbor 7 December 1941 plunged the United States into the war.

Howard was underway 8 December on escort duty, and in the months that followed, convoyed transports and tankers in the Caribbean and western Atlantic, keeping supply lanes open despite German U-boats. Plans called for an invasion of North Africa in 1942, a massive and hazardous amphibious operation projected across thousands of miles of ocean. In October, *Howard* joined Admiral Hewitt's Western Naval Task Force at Norfolk. She sailed 24 October and screened flagship *Augusta* during the Atlantic crossing. As troops landed 8 November she performed both minesweeping and screening duties. During the first phase of the Naval Battle of Casablanca that day *Howard* screened *Augusta* as the cruiser engaged shore batteries and dueled French battleship *Jean Bart*. The destroyer then remained off Casablanca and Safi while the American soldiers consolidated their beachheads and moored with victorious naval units at Casablanca 16 November 1942. After performing antisubmarine patrol duties she returned to Norfolk 29 December.

During most of 1943, *Howard* plied the convoy lanes of the Atlantic and Caribbean protecting Allied ships from submarine and air attack. She steamed to the West Indies, Panama, Newfoundland, and Iceland on this duty, a key part of which was protecting the oil tankers so vital to the conduct of the war.

As the tempo of operations against Japan increased, *Howard* was transferred to the western Pacific theater, sailing from Norfolk 21 November 1943, and arriving San Diego 7 December. After repairs and training, the ship sailed 25 March, escorting ships to Pearl Harbor and Majuro. She screened a returning convoy to Pearl Harbor, arriving 24 April, and there began preparations for the gigantic invasion of the Marianas. Joining Adm. "Kelly" Turner's hard-fighting amphibious task force, *Howard* sortied 29 May and arrived off Saipan via Eniwetok 13 June. The ship swept minefields during the day and conducted patrol and harassing fire by night until the landings 15 June. *Howard* then was assigned to screen transports, and made two shuttle voyages to Eniwetok and back to the Marianas before returning to Pearl Harbor 10 August 1944. In capturing the Marianas, the Navy had taken a long stride toward Japan and, as a bonus, had wiped out enemy naval air strength while smashing the Japanese Navy's attempt to defend the strategic island group.

Howard's next operation was the long-awaited invasion of the Philippines, slated for October on the island of Leyte. Following training in the Hawaiian Islands she arrived Eniwetok 24 September, and steamed to Leyte Gulf 17 October. Once more she carried out dangerous minesweeping duties, clearing paths in Surigao Strait and Leyte Gulf, despite heavy weather. Her task completed, she departed 24 October for Manus with the invasion underway and during the first phase of the giant fleet battle for Leyte Gulf, which ended in a decisive victory for the U.S. Navy.

Training operations in the Admiralties occupied the ship for the next 2 months, but she sailed again from Manus 23 December to take part in the next phase of the Philippines operation, the invasion of Luzon. She rendezvoused at Leyte Gulf 30 December and departed in convoy for Lingayen Gulf, 2 January 1945. During this voyage through the Philippines, the Japanese made desperate suicide attacks, with *Howard* splashing one attacker and assisting in destroying many others. Unchecked, the invasion force drove on to the goal, arriving 6 January. The minesweepers began their work under almost constant air attack; and, by the time troops landed 9 January, three of *Howard*'s sister ships had been lost. But the assault could not be blocked and proved another of a long series of outstanding amphibious victories, success assured. The veteran minecraft departed to arrive Leyte Gulf 15 January 1945, and Ulithi 5 February.

As the American amphibious sweep surged ever closer to Japan, *Howard* sailed from Tinian 13 February with the invasion force for Iwo Jima. Assuming her customary role in advance of the landings, she commenced exploratory sweeps off the island 16 February, fighting off numerous air attacks. After the assault 19 February the ship acted as a screening ship, arriving Saipan 2 March. Following another period of screening duty off Iwo Jima later in March, *Howard* arrived Pearl Harbor via Guam 4 April 1945.

Newer ships now took the 25-year-old veteran's duty on the front lines. Reclassified AG–106, 5 June 1945, she escorted submarines in Hawaiian waters and acted as plane guard for carrier operations before sailing for the United

USS *Howard* (DD–179) on acceptance trials in Santa Barbara Channel 13 January 1920 just prior to commissioning

States 2 October. Transiting the Panama Canal, *Howard* arrived Philadelphia 2 November and decommissioned 30 November 1945. In 1946 *Howard* was sold to Northern Metals Co., Philadelphia, Pa., and scrapped.

Howard received six battle stars for World War II service.

Howard, see *YP–477*

Howard, Curtis W., see *Curtis W. Howard* (DE–752)

Howard, Douglas L., see *Douglas L. Howard* (DE–138)

Howard, Edwin A., see *Edwin A. Howard* (DE–346)

Howard, John M., see *John M. Howard* (IX–75)

Howard, Sidney, see *Sidney Howard* (IX–111)

Howard D. Crow

Howard Daniel Crow was born in Alvarado, Tex., 2 February 1918, and was commissioned ensign after completing Naval Reserve Midshipman's School, Northwestern University, 14 March 1941. Ensign Crow reported to battleship *Maryland* 29 March. In the surprise Japanese attack on Pearl Harbor 7 December 1941, *Maryland* was moored inboard of *Oklahoma* and received two bomb hits, one of which killed Ensign Crow.

(DE–252: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3", 2 40mm., 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21" tt.; cl. *Edsall*)

Howard D. Crow (DE–252) was launched by Brown Shipbuilding Co., Houston, Tex., 26 April 1943; sponsored by Miss Viola Elaine Warner; and commissioned 27 September 1943, Lt. Comdr. D. T. Adams, USCG, in command.

Manned by the Coast Guard, *Howard D. Crow* conducted shakedown training out of Bermuda during October and November, reporting to Norfolk for convoy duty 1 December. The destroyer escort sailed with her first convoy 15 December, saw it safely to Casablanca, and returned to New York 24 January 1944. In the months that followed *Howard D. Crow* made 10 arduous escort voyages to British ports, protecting the supplies which sustained the great land offensive which was to end the war with Germany.

The destroyer escort was berthed at New York when Germany surrendered 8 May 1945, and after extensive refresher training in the Caribbean sailed from Guantanamo Bay for the Pacific War 2 July. Arriving Pearl Harbor via the Panama Canal 25 July, *Howard D. Crow* continued into the western Pacific for a tour of vital weather-reporting duty, so important to the operation of the great fleets. She sailed from Midway 13 December 1945, and after stopping at the Panama Canal and New York arrived Green Cove Springs, 15 March 1946. She decommissioned 22 May 1946 and entered the Atlantic Reserve Fleet.

With the Korean conflict came greater demands on the far-flung Navy, and *Howard D. Crow* recommissioned 6 July 1951 with a Navy crew. After shakedown training she reported to Key West as Sonar School training ship, helping develop new equipment and tactics in antisubmarine warfare. Moving north to Newport in 1952, the ship took part in fleet antisubmarine exercises off the coast. For the next 6 years *Howard D. Crow* followed this pattern of operations—antisubmarine training, exercises in the Atlantic and Caribbean, and periodic overhauls. In 1957 she took part in important NATO exercises with almost 50 ships from a dozen countries, and in 1958 the versatile ship acted as communications ship during a successful Jupiter nose-cone recovery off Puerto Rico.

Howard D. Crow was assigned to Galveston, Tex., as reserve training ship in September 1958. In this capacity she conducted 2-week training cruises for reservists, and at the same time maintained the ship in a high state of readiness for any emergency. Her periodic training cruises took the escort vessel to Key West and the Caribbean. In August 1961, however, the Berlin situation worsened, and *Howard D. Crow* was one of several reserve training ships returned to active service to increase the nation's readiness. She conducted refresher training at Guantanamo Bay and operated with the fleet in the Atlantic and Caribbean until August 1962.

The ship returned to reserve training duty 1 August 1962, again based at Galveston. She continued through 1963 into 1967 to provide at-sea training for naval reservists so vital in keeping America's defenses at the highest possible level of training and skill.

Howard F. Clark

Howard Franklin Clark was born in Wilmington, Del., 15 September 1914, and graduated from the Naval

Academy 2 June 1938. He served at sea until 1940, when he underwent flight training. Reporting to carrier *Lexington* 1 April 1941 as a member of Fighter Squadron 3, he won a Distinguished Flying Cross 20 February 1942 when he brought down an enemy bomber attempting to attack the carrier. During the Battle of the Coral Sea, Clark again and again engaged enemy aircraft, in utter disregard of his own safety, until his plane was shot down. Lieutenant (j.g.) Clark was posthumously awarded a second Distinguished Flying Cross for his heroism during the battle, 7–8 May 1942.

(DE–533: dp. 1,350; l. 306; b. 36'8"; dr. 9'5"; s. 24 k.; cpl. 186; a. 2 5"; 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21" tt.; cl. *John C. Butler*)

Howard F. Clark (DE–533) was launched by the Boston Navy Yard 8 November 1943; sponsored by Mrs. Howard Clark, widow of the namesake; and commissioned at Boston 25 May 1944, Lt. Comdr. E. B. Hayden in command.

Howard F. Clark conducted shakedown training off Bermuda, returned to Norfolk 16 August, and two days later got underway for the Pacific. She transited the Panama Canal, called briefly at San Diego, and reported for duty at Pearl Harbor 18 September. For the next 3 months *Howard F. Clark* participated in battle maneuvers and training exercises in preparation for her part in the Navy's sweeping island campaign against Japan. Acting as screening ship during carrier operations, and later training with the Pacific Fleet Gunnery and Torpedo School, she departed Pearl Harbor 11 December 1944.

The destroyer escort arrived Manus 22 December and joined Admiral Stump's escort carrier group, forming for the important Lingayen Gulf invasion. The ships got underway 27 December, with *Howard F. Clark* in screening position, were joined by fast troop transports, and arrived Leyte Gulf 3 January 1945, where the entire invasion group assembled. This formidable force departed the same day for Lingayen Gulf, and began soon after its departure to experience fierce Japanese air attacks. The next day, she succeeded in downing several attackers. The toll, especially from suicide attacks, was high, but the force proceeded to its objective after splashing many of the aircraft, and the troops stormed ashore at Lingayen 6 January 1945. During the important landing and the battle which followed, *Howard F. Clark* screened the escort carriers as they furnished air support to soldiers ashore and flew combat missions to keep the skies above clear of enemy aircraft. The destroyer escort had occasion both 8 and 9 January to rescue downed aviators from the water, and was detached soon after the second rescue to return to Ulithi with Admiral Durgin's carriers.

Arriving 23 January 1945, they got underway 1 February for the next major step in the campaign—Iwo Jima. She became part of an underway replenishment group off Eniwetok and steamed to the eastward of the Marianas, where the group refueled and replenished Task Force 58 13–14 February. During the next days she protected the refueling operations of many ships in support of the Iwo Jima landings to come, landings which would provide an important air base for attacks against Japan. She arrived off the bitterly-contested island 5 March, spent 2 days patrolling the refueling area offshore, and returned to Ulithi 10 March.

Howard F. Clark joined with ammunition-laden LST's at Ulithi and departed 21 March for Okinawa, the next island on the schedule of victory in the Pacific. Reaching recently-captured Kerama Retto 28 March with her precious convoy, she then steamed again for refueling rendezvous protecting the task force ships as they refueled. This duty engaged her until returning to Ulithi 13 April, after which the destroyer escort steamed back toward Okinawa 22 April with another refueling task force. Task Force 58 was again serviced 26 April, and 6 May *Howard F. Clark* departed again for Ulithi as part of the escort for battleship *Missouri*. She arrived 9 May and was soon at sea again screening another unit of Admiral Beary's 5th Fleet replenishment group. More refueling operations were conducted in the ocean approaches to Okinawa until 10 June, when *Howard F. Clark* was detached to escort an oiler unit to Guam. They arrived 13 June and continued to Ulithi, 22 June.

Howard F. Clark continued her vital screening operations as Admiral Beary's group became part of 3d Fleet. Steaming from Ulithi 3 July 1945, the ships replenished Task Force 38, thus supporting the carrier strikes against the Japanese mainland. During these operations, 8 July, the alert escort vessel rescued a pilot after a forced landing on the starboard bow of escort carrier *Hollandia*. Subsequently, she made three voyages in support of the buildup on Okinawa, returning from the final passage 7 September 1945. After several weeks of patrol and training maneuvers off Ulithi, she arrived Guam 11 October. The ship made one more stop at Ulithi 22 October, then sailed to Guam with a cargo of spare parts. She departed 5 November for the United States.

The destroyer escort arrived San Pedro, Calif., via Pearl Harbor, 23 November 1945, and decommissioned 15 July 1946 at San Diego. Entering the reserve fleet, San Diego Group, she was later transferred to Stockton, where she remains.

Howard Greene

A former name retained.

(SP–2200: dp. 230; l. 92'; b. 22'; dr. 11'3"; s. 12 k.; a. 2 2-pdrs., 1 mg.)

Howard Greene (SP–2200), a steam harbor tug built in 1917 by the Baltimore S.B. & D.D. Co., Baltimore, Md., was purchased by the Navy 11 February 1918. While serving as a district tug at the Washington Navy Yard, she was renamed *Catawba* (*q.v.*) and classified YT–32 20 July 1920. Ordered to Norfolk 18 July 1922, the tug served in the Hampton Roads area until 1933 when she was transferred to Charleston, S.C.

Reclassified YTM–32 on 15 May 1944, she operated out of Charleston Harbor through World War II. *Catawba* was placed out of service 20 August 1946, transferred to the Maritime Commission 26 December 1946, and sold to Lockwood Bros., Charleston, S.C.

Howard W. Gilmore

Howard Walter Gilmore was born in Selma, Ala., 29 September 1902 and enlisted in the Navy 15 November 1920. In 1922 he was appointed to the Naval Academy and after commissioning in 1926 reported to battleship *Mississippi*. Gilmore underwent submarine training in 1930 and in the years that followed served in various submarines and at stations ashore. In 1941 he assumed his first command, *Shark*, only to be transferred the day following Pearl Harbor to take command of the still-unfinished *Growler*. Gilmore commanded his submarine skillfully during three Pacific war patrols, receiving the Navy Cross for an attack on enemy destroyers during the first and a gold star in lieu of a second Navy Cross for the second. The submarine continued to take a heavy toll of shipping on her fourth war patrol, and on the night of 6–7 February 1943 she approached a convoy stealthily for a surface attack. Suddenly a fast gunboat closed and prepared to ram. Commander Gilmore skillfully outmaneuvered his opponent and rammed him at 17 knots, seriously damaging *Growler*. What followed is perhaps most eloquently expressed in the official citation: "In the terrific fire of the sinking gunboat's heavy machine guns, Commander Gilmore calmly gave the order to clear the bridge, and refusing safety for himself, remained on deck while his men preceded him below. Struck down by the fusillade of bullets and having done his utmost against the enemy, in his final living moments Commander Gilmore gave his last order to the Officer of the Deck, 'Take her down!' The submarine dived; damaged but under control, she was brought safely to port by her well-trained

crew inspired by the courageous fighting spirit of their captain." Commander Gilmore received the Medal of Honor posthumously, and his inspiring words and courageous sacrifice have taken their place among the great traditions of the U.S. Navy.

(AS–16: dp. 9,250; l. 529'6"; b. 73'4"; dr. 23'6"; s. 18 k.; cpl. 1,303; a. 4 5"; cl. *Fulton*)

Howard W. Gilmore (AS–16), originally *Neptune* but renamed before launching, was launched by Mare Island Navy Yard, Mare Island, Calif., 16 September 1943; sponsored by Mrs. H. W. Gilmore, widow of Commander Gilmore; and commissioned 24 May 1944, Captain D. N. Cone in command.

For her first 2 months, *Howard W. Gilmore* conducted shakedown training out of San Diego. After loading parts and supplies she sailed 12 August for Pearl Harbor, arriving 18 August.

Howard W. Gilmore arrived Majuro Atoll 19 September 1944, and began her vital tending duties. In the 4 months that followed she made voyage repairs on submarines, replenished them, and helped in training both crewmen and repairmen. She thus did much to maintain the high-intensity attack on Japanese shipping which hastened the end of the war. The ship also provided repairs and parts for surface ships when necessary. Returning to Pearl Harbor 29 January 1945, she took on replacement crews for Australia-based submarines and sailed for Brisbane, arriving 23 February. But the busy tender was soon underway again, this time sailing via Humboldt Bay to Subic Bay, Philippines, with supplies for an advanced base. *Howard W. Gilmore* arrived 13 March and immediately started refitting 7th Fleet subs and setting up a recuperation area for their crews. She continued this duty through the climactic days of the Pacific war, sailing for the East Coast, via Pearl Harbor and Panama 31 August 1945. Arriving New York 17 October, *Howard W. Gilmore* took part in the joyous Navy Day celebrations in New York Harbor, where the fleet was reviewed by President Truman.

After a short stay in New London, Conn., *Howard W. Gilmore* steamed to Portsmouth, N.H., to load torpedoes and then sailed to her new home port, Key West, where she arrived 25 January 1946. Serving Submarine Squadron 4, the ship was to stay in Florida for the greater part of the next 13 years, serving submarines on their far-flung training and readiness duties. The ship occasionally tended submarines at Norfolk, and deployed to the Caribbean twice during this period, notably for Operation Springboard, a giant fleet exercise in the Caribbean in 1958.

Howard W. Gilmore sailed into storied Charleston harbor 30 July 1959 to take up her tending duties from this new base. In addition to servicing submarines during the next 18 months, the ship rode out Hurricane Donna in September 1960 off Charleston. During 1961 she operated off the Florida coast before entering Charleston Naval Shipyard in November for a major overhaul. During this repair period *Howard W. Gilmore* was fitted with facilities for servicing nuclear submarines, increasing her versatility and usefulness for today's nuclear Navy. With this important Fleet Rehabilitation and Modernization Overhaul (FRAM) completed the ship returned to the Caribbean for refresher training before resuming tender duties at Charleston.

In October 1962 the introduction of offensive missiles into Cuba brought strong response from the American President and people—a naval quarantine of the island.

USS *Howard W. Gilmore* (AS–16) in May 1950

Howard W. Gilmore's crew worked 'round the clock servicing two squadrons of submarines for Caribbean operations. American naval power forced the removal of the Communist threat to the Western Hemisphere.

From 1963 into 1967, the veteran tender continued to serve submarines from her home port, Charleston, making short cruises for training off the South Carolina coast and in the Caribbean. *Howard W. Gilmore* and her sister tenders fulfill the goal expressed in the slogan: "Service for the silent service".

Howarda

A former name retained.

(SP–144: dp. 38; l. 75′; b. 16′; dr. 3′4″; s. 9 k.; a. 1 3-pdr.)

Howarda, a wooden yacht, was built in 1913 by the Essington Company of Pennsylvania, and acquired by the Navy 11 June 1917 from her owner, H. S. Kerner, of Boca Grande, Fla. She commissioned at Key West 19 June 1917.

Assigned to the 7th Naval District, *Howarda* was based at Egmont Key and patrolled waters in the Gulf of Mexico and Tampa Bay. The boat served as guard boat and section patrol craft until being stricken from the Navy List and offered for sale 31 March 1919. Later withdrawn, *Howarda* was transferred to the Department of the Treasury for Coast Guard use 1 July 1919.

Howell Cobb

A U.S. Coast Survey name retained.

Howell Cobb, a Coast Survey schooner, was taken over by the Navy 10 June 1861 by Comdr. J. H. Ward, commanding Potomac Flotilla. Her first commanding officer was Acting Master's Mate A. J. Frank. *Howell Cobb* was actively employed on the Potomac River as a convoy ship, assisting the Army to insure smooth movement of supplies. This was vital service at a time when rail traffic north of Washington had been cut off by riots in Baltimore. She was also engaged, in Breton's Bay and vicinity, in suppressing illegal trade on the shores of the waters controlled by the Union. Sent to Philadelphia Navy Yard for repairs, she arrived Philadelphia 9 July 1862, and did not return to active service in the Civil War. She was later returned to the Coast Survey.

Howett

(PF–84: dp. 1,430; l. 303′11″; b. 37′8″; dr. 13′8″; s. 20 k.; cpl. 190; 3 3″; cl. *Tacoma*)

Howett (PF–84), originally designated PG–192, was built under Maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I. Intended for use by the United Kingdom, she was reclassified PF–84 15 April 1943, renamed *Papua*, and launched 10 October 1943, sponsored by Mrs. William Eastham. *Papua* was then completed and transferred under lend-lease to the United Kingdom 25 July 1944 as part of the 21-ship "Colony" class. She served as a patrol and escort vessel until being returned to the United States 13 May 1946. The frigate was subsequently sold to Boston Metals Co., of Baltimore, Md., for scrapping, but was resold to Egypt in 1950 for use as a passenger vessel by the Khedivial Mail Line, Alexandria.

Howick Hall

(NOTS: d. 8,097 t.; l. 413′; b. 51′6″; dr. 25′11″; sp. 10′; cpl. 91)

Howick Hall was built by William Hamilton Co., Port Glasgow, Scotland, in 1910. Acquired from her owners, the U.S. Steel Products Co., she commissioned at Baltimore on 24 August 1918, Lt. Comdr. Gust E. Jonsson in command.

After loading cargo at Baltimore, *Howick Hall* joined a convoy at New York and from there sailed to St. Nazaire, France, reaching that port on 30 September. She discharged cargo and on 31 October was back at Baltimore.

Her second transatlantic voyage began at Newport News, where she loaded cargo for La Verdun Roads, France, on 25 December. From there *Howick Hall* went to Bassens for fuel, and on 3 February 1919, sailed for the States. However, a case of spinal meningitis in the crew necessitated her stopping at Bermuda on 21 February. Ship and crew were placed in quarantine and denied communication with the island until they sailed for Baltimore on 25 February.

Howick Hall arrived at Baltimore via Newport News on 5 March and decommissioned there 13 March 1919. She was returned to her former owners the same day.

Howorth

William L. Howorth was born in Massachusetts 16 July 1841, and was appointed Acting Master's Mate 29 April 1863. Attached to *Monticello*, a blockader off North Carolina, Howorth accompanied the redoubtable Lt. W. B. Cushing on a reconnaissance up the Cape Fear River to Wilmington 23–24 June 1864, gaining valuable information about Confederate defenses. Later in the year, Howorth joined Cushing's famous expedition up the Roanoke River to sink Confederate ram *Albemarle*. The ram was destroyed 27 October, but the launch carrying the Federal sailors was destroyed. Cushing and one other man escaped, while Howorth and others were captured. In his report Cushing noted: "Acting Master's Mate William L. Howorth, of the *Monticello*, showed, as usual conspicuous bravery." Howorth was promoted to Acting Master and exchanged in February 1865. Honorably discharged in October, he reentered the Navy in 1866 and was appointed ensign 12 March 1868. He resigned 4 April 1869.

(DD–592: dp. 2,050; l. 376′6″; b. 39′8″; dr. 17′9″; s. 35 k.; cpl. 273; a. 5 5″, 5 40-mm., 7 20mm., 10 21″ tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Howorth (DD–592) was launched by Puget Sound Navy Yard, Bremerton, Wash., 10 January 1943; sponsored by Mrs. R. P. Bromley; and commissioned 3 April 1944, Comdr. E. S. Burns in command.

After exhaustive shakedown training had been completed, *Howorth* sailed 22 July 1944, screening a large convoy carrying marines toward Pearl Harbor. The ship arrived 7 days later and began a second training period in Hawaiian waters. Departing 25 August she joined the 7th Fleet at Hollandia and, after brief stops at Purvis Bay and Manus on escort duty, she arrived at newly-taken Morotai 30 September. The next 2 weeks were spent in the busy Solomons on escort and antisubmarine duty.

Howorth steamed out of Humboldt Bay 16 October en route to Leyte. Arriving 22 October, three days after the initial landings, the ship guarded the transport anchorages while other fleet units decimated the Japanese in the epochal Battle for Leyte Gulf. She next made convoy voyages to Kossol Roads, Guam, and Manus before returning to Leyte for the Ormoc landings 7 December 1944. Next on the destroyer's schedule was the Mindoro operation. *Howorth* departed 12 December with *Nashville* and soon came under kamikaze attack. Upon arrival off Mindoro, the destroyer moved to Mangarin Bay for shore bombardment, aiding the assault troops by knocking out enemy emplacements. She was attacked by three suiciders, and while two were shot down close aboard, the third damaged *Howorth*'s mast before splashing. Accordingly, the ship returned to Hollandia via Leyte, arriving 28 December. With the bases on Mindoro necessary for air support of Lingayen Gulf landings under construction, preparations continued for the invasion of Luzon.

The Lingayen operations got underway 9 January, and *Howorth* arrived with the first reinforcement group 13 January, after again fighting off suicide attacks en route. The ship was occupied until 1 February providing fire support to ground forces in the area, fighting off air attacks, and patrolling to seaward of the Gulf. From Luzon she sailed to Saipan 15 February to take part in rehearsals for the next major amphibious assault, Iwo Jima.

Howorth arrived off Iwo Jima with the invasion fleet 19 February and, as troops landed for what was to be one of the hardest fought campaigns of the war, she began nearly a month of continuous air action and shore bombardment. With accurate ground support fire *Howorth* contributed much to the taking of this strategic island. Departing 14 March, she spent only a short rest at Ulithi before getting underway again, this time for the Okinawa invasion, last stop on the island road to Japan itself.

The veteran destroyer screened a transport group from Ulithi, arriving Okinawa with the huge invasion fleet 1 April. Once again she performed shore fire and screening duties, and shot down many attacking aircraft as the Japanese made a desperate attempt to stop the landings. While proceeding with cruiser *St. Louis* to station 1 April, *Howorth* and the larger ship were attacked by no less than eight kamikazes. While literally splashing planes on every quarter, the destroyer was crashed in the superstructure. Nine men were killed, but while the fires were being extinguished the last kamikaze was shot down astern.

Howorth was routed back to the United States for repairs, arriving Mare Island 2 May 1945. After shakedown training in early July, the ship sailed 15 July for Pearl Harbor and was en route to Adak. Alaska 15 August when the surrender of Japan was announced. She departed Adak 31 August for Japanese waters to screen flight operations and receive former prisoners of war before mooring at Yokohama 17 September 1945. Escort work carried *Howorth* to Pearl Harbor and back to Japan in October. She sailed finally from Tokyo Bay 11 November, arriving San Francisco 28 November. She decommissioned 30 April 1946 at San Diego and remained in the Pacific Reserve Fleet until March 1962 when she was sunk in torpedo tests off San Diego.

Howorth received five battle stars for World War II service.

Howquah

(SwStr: t. 460; l. 120'7"; b. 22'10"; dr. 12'; s. 10 k.; a. 2 30-pdr. P. r., 1 12-pdr. r., 1 12-pdr.)

Howquah was purchased in Boston from G. W. Upton 17 June 1863, for action against Confederate commerce raider *Tacony* then preying upon Northern merchantmen during what Prof. Richard S. West has called "the most brilliant daredevil cruise of the war."

Howquah departed Boston 25 June 1863, Acting Volunteer Lieutenant E. F. Devens in command, to search for *Tacony* in the southern section of the Banks of Newfoundland; but her quarry had been destroyed the day before she sailed. *Tacony*'s captain, Lt. Charles W. Read, CSN, in an effort to elude the Northern gunboats who were scouring the sea for his ship, shifted his guns to captured fishing schooner *Archer* and put the torch to *Tacony*. He and his crew were captured 3 days later while attempting to escape to sea from Portland, Maine, in still another prize, Revenue cutter *Caleb Cushing* (*q.v. Tacony*, p. 571, vol. II).

When *Howquah* returned to Boston 3 July, she received orders to sail for Wilmington, N.C., for blockade duty. Except for occasional brief interruptions for repairs, she remained in waters off Wilmington until close to the end of the war, usually stationed near New Inlet. There on 5 November 1863 she assisted *Nansemond* and Army transport *Fulton* capture *Margaret and Jessie* after the ship had run the blockade 15 times. Only 5 days later, she took *Ella*, a small, fast and new side-wheel steamer subsequently serving the Navy as a picket, patrol, and dispatch vessel. Next, on 11 December, she forced an unidentified ship to run on the beach to be wrecked by a heavy sea.

On Christmas Eve she transported troops from Beaufort, N.C., to Bear Inlet to ruin salt works vital to the Confederate war economy. Again on 21 April 1864, she joined *Niphon* in an attack on salt works on Masonboro Sound. Her guns shelled the beach while a landing party smashed salt-making equipment ashore.

Early morning 7 May 1864, *Howquah* and five other blockaders engaged Confederate ironclad ram *Raleigh* and drove her back toward the harbor to run aground and "break her back" while attempting to cross the bar to safety. On 25 September, while chasing and firing on blockade runner *Lynx*, *Howquah* was caught in a cross fire from Fort Fisher and from "friendly guns" on two other Union ships, *Buckingham* and *Niphon*. In this operation one of her bluejackets was killed and four others were wounded, but her hull was not seriously damaged. *Lynx* ended up on the beach totally destroyed by fire.

Christmas Eve 1864 found *Howquah* engaged in amphibious operations. This time the objective was Fort Fisher, which protected Wilmington, one of the South's most successful centers of blockade running and her last port for overseas aid. *Howquah* landed troops who took the Flag Pond Hill battery and bombarded enemy positions to support Union forces ashore. Unfortunately, Maj. Gen. B. F. Butler nullified this success by ordering his troops to give up their beachheads and return to their ships; and *Howquah* had the unpleasant task of assisting in the evacuation. But in less than a month, the Northern ships were again attacking Fort Fisher in conjunction with the Army. *Howquah* anchored off Half Moon Battery 16 January 1865 and fired at targets ashore while her cutters evacuated the wounded. She remained in the area supporting Northern troops and the fleet's landing force with her guns until the last pockets of resistance along the Wilmington waterfront had been snuffed out.

Howquah was transferred to Key West for duty in the East Gulf Blockading Squadron. She was stationed in Saint George's Sound, Fla., until ordered North 1 June. She decommissioned at Philadelphia 22 June 1865 and was sold at public auction 10 August 1865.

Howze, General R. L., see *General R. L. Howze* (AP–134)

Hoxbar

(Str: dp. 14,530; l. 453'; b. 56'; dr. 26'; s. 11 k.; cpl. 71)

Hoxbar, a tanker, was built by the Bethlehem Ship Building Co., of Sparrows Point, Md., in 1918. She commissioned there 13 June 1919, Lt. Comdr. Morris E. Huntley commanding.

With a full load of fuel oil, *Hoxbar* sailed from New York on 21 June, arriving at Ponta Delgada, Azores, on 1 July. After refueling various U.S. destroyers based there, she continued on to Brest to service other American ships. She left Europe on 15 July and sailed to Port Arthur, Tex., via New York, arriving 3 August.

At Port Arthur *Hoxbar* took on another load of fuel oil and on 9 August sailed for Scotland. At sea her orders were changed and she reset her course for Hampton Roads, arriving 16 August. After discharging her cargo, *Hoxbar* decommissioned at Newport News on 28 August 1919 and was redelivered to USSB. In 1925 she was sold to Malston Co., Inc., Wilmington, Del.

Hoyt

(ScTug: l. 45'; b. 10'5"; dph. 4'7"; s. 7 k.; a. 1 spar torp.)

Hoyt, a former merchant tug *Luke Hoyt*, built at Philadelphia in 1863, was acquired 1 July 1864. She and steam tugs *Belle* and *Martin*, fitted as torpedo boats, were dis-

patched by Rear Adm. S. P. Lee to join Union Naval Forces in the rivers and sounds of North Carolina. These torpedo boats were intended as counter-weapons against much-feared Confederate rams rumored to be building up the Roanoke River. Admiral Lee described their armament: "This form of torpedo is intended to explode on impact, and to be placed on a pole or rod projecting not less than 15 feet, and if possible 20 feet, beyond the vessel using it. It contains 150 pounds of powder."

Hoyt took station at New Berne, N.C., waiting for combat opportunity that never came. She steamed north late in May 1865, and was sold 10 August 1865 at Philadelphia. She was a part of the small beginning of a most serious weapon in the 20th century. The Confederacy had first pointed the way to moderate success of torpedo warfare in the Civil War when a similarly-armed "David" damaged the *New Ironsides*. Union blockaders were much alarmed in February 1864 when the hand-powered submarine torpedo boat *H. L. Hunley*, armed with a spar torpedo, sank the steam sloop-of-war *Housatonic*. The importance of torpedo warfare was further underscored the night of 27–28 October 1864, when gallant Lieutenant Cushing and a daring crew of 14 sank the dreaded ironclad ram *Albemarle* with an improvised torpedo boat. These hardy pioneers cast a shadow far ahead toward the enormous underseas combat capabilities of the 20th century.

Hubbard

Joseph Charles Hubbard was born 24 January 1900 in Danbury, Conn., and graduated from the Naval Academy in 1920. After serving in various ships during his early career, Hubbard underwent submarine training in 1924–25 and reported on board his first command, *O–7*, in 1930. Following other assignments ashore and afloat, he reported to cruiser *San Francisco* in November 1939 as Damage Control Officer and First Lieutenant. Hubbard was appointed Commander in 1942 and died 13 November 1942 on board *San Francisco*. His ship, flagship for Admiral Callaghan, was crashed by a Japanese plane 12 November. Hubbard relieved the critically wounded executive officer, and it was in this post that he was killed next day during the Naval Battle of Guadalcanal, as American ships prevented a Japanese bombardment of the island.

(DE–211: dp. 1,400; l. 306′; b. 36′10″; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 8 20mm., 4 1.1″; 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21″ tt.; cl. *Buckley*)

Hubbard (DE–211) was launched by Charleston Navy Yard, 11 November 1943; sponsored by Mrs. Helen L. Hubbard, widow of Commander Hubbard; and commissioned 6 March 1944, Lt. Comdr. L. C. Mabley in command.

Following shakedown training out of Bermuda, the new destroyer escort returned to Norfolk 7 May 1944. She then escorted oiler *Manatee* to the Caribbean, returning to Norfolk 23 May for armament changes. Armed with 40mm. guns in lieu of torpedo tubes, *Hubbard* sailed with her first convoy 1 June, seeing the transports safely to Bizerte, Tunisia, and returning to New York 19 July 1944. She subsequently made two more convoy crossings in 1944, and underwent antisubmarine training at Casco Bay, Maine, between voyages.

Hubbard sailed 26 December 1944 with other destroyer escorts to hunt down weather-reporting U-boats in the Atlantic. Equipped with the latest direction-finding gear, the ships scouted the suspected area until they came upon *U–248* 16 January 1945. Depth charge attacks sank the German marauder late that morning. The ships arrived New York 6 February and after additional training in Casco Bay sailed again to search for submarines 4 April from Argentia. As part of Operation Teardrop, she took part in the destruction of the last desperate U-boat group to sortie, with escort carriers *Bogue*, *Core*, and many sister ships. *Frederick C. Davis* (DE–136) was torpedoed and sunk suddenly 24 April, and *Hubbard* joined in hunting the attacker. After many depth charge attacks, four by *Hubbard* alone, *U–546* surfaced. The destroyer escorts' guns blazed away and the submarine quickly sank.

Hubbard returned to Boston 10 May 1945 and began her conversion to a fast transport, suitable for the still-hot Pacific war. She was reclassified APD–53, 1 June 1945 and emerged from Sullivans Dry Dock, Brooklyn, 14 August, the day before the surrender of Japan.

Following 3 months of training operations in the Caribbean and Casco Bay, *Hubbard* arrived Green Cove Springs, Fla., 12 November 1945. She decommissioned 15 March 1946 and entered the Reserve Fleet, where she remained until she was struck from the Navy List 1 May 1966 and scrapped.

Hubbard received two battle stars for World War II service.

Hubbard, B. H. B., see *B. H. B. Hubbard* (No. 416)

Hubbard, Elbert, see *Elbert Hubbard* (ARG–3)

Hubbard, Elbert, see *Mindanao* (ARG–3)

Hubbard, Harry E., see *Harry E. Hubbard* (DD–748)

Huckleberry Finn, see *YP–466*

Hudgins, Clara L., see *YP–507*

Hudgins, Edith L., see *YP–549*

Hudson

William Levereth Hudson was born 11 May 1794 at Brooklyn, N.Y. His first service afloat was in the Mediterranean Squadron under Commodore Bainbridge in the schooner *Alert* and sloop *Ontario* from 1815 to 1817. Hudson was appointed midshipman 1 January 1816. In 1821–1823 he served in *Dolphin* on the Pacific coast of South America, and in Warren for a Mediterranean cruise 1826–1829. In 1830–1831 Hudson accompanied Lieutenant Ramsey on a tour to Russia, and then assumed duty at the New York Navy Yard. In June 1838 he was ordered to command *Peacock*, attached to the Wilkes Exploring Expedition. After strenuous service in the Antarctic, the South Seas, and along the coast of North America, *Peacock* was wrecked 18 July 1841 while attempting to cross the bar and enter the Columbia River on Wilkes' orders. Commander Hudson made every effort to free his ship but was forced to leave her, fortunately saving all his men and the scientific papers. In September 1849, after shore and lighthouse duty, he was ordered to command *Vincennes*, cruising the Pacific until 1852. In March 1857 Hudson, appointed captain 8 October 1855, assumed command of *Niagara*. That August, in conjunction with British ships, he made the first attempt at laying a transatlantic cable. This try was unsuccessful, but a second attempt met with success 10 August 1858. After commanding the Boston Navy Yard 1858–1862, Captain Hudson was made Inspector of the 3d Light House District. He died 15 October 1862 in Brooklyn.

I

(Frigate: t. 1,728; l. 177′; b. 45′; dr. 13′8″)

Hudson, formerly *Liberator*, was built in 1826 for the Greek government by Smith & Dimon of New York. When Greece was unable to pay for her, she was purchased by the Navy and commissioned at New York.

In 1828, *Hudson* began fitting out for what was to be her only cruise, and during this period was inspected by President John Quincy Adams and his entourage. The frigate

sailed from New York 28 September 1828 to serve as Commodore John Creighton's flagship in the Brazil Squadron. In company with *Erie*, she touched at New London for supplies and ammunition before turning south to reach Rio de Janerio 29 November to help eradicate the insidious traffic in slaves along those shores. From there *Hudson* conducted several patrols along the South American coast, stopping and boarding for inspection American as well as foreign ships. She also served as a harbor patrol vessel at Montevideo and Rio and cruised to Bahia and St. Catherine during her 3 years on station.

Hudson departed 13 June 1831 and reached New York via Bahia 5 August. She remained at New York as a receiving ship until 1844, when she was broken up and sold.

II

The second *Hudson* was loaned to the Navy for use in the Spanish-American War by the Treasury. The revenue cutter was acquired at New York 24 March 1898 and commissioned there, Lt. F. H. Newcombe in command.

Departing New York 24 April, *Hudson* sailed to Key West via Wilmington and Jacksonville. There, after brief patrol duty, she was pressed into use as a dispatch carrier and sent to the Fleet off Cuba. On the morning of 12 May the gunboat *Winslow* was disabled by heavy fire from Spanish shore batteries and five of her crew were killed. *Hudson*, under heavy fire from shore, towed the other ship to safety and took on board the dead and wounded of her crew. Finally delivering her dispatches to Havana 14 May, *Hudson* remained there on blockade duty for a while before returning to Key West. Another period of patrol ended 10 July as she returned to the blockading fleet with further dispatches. *Hudson* captured two small fishing sloops attempting to run the blockade off Havana. Reaching Norfolk via Key West and Charleston 21 August 1898, *Hudson* was subsequently returned to the Treasury Department.

III

(DD–475 : dp. 2,050 ; l. 376'6'' ; b. 39'8'' ; dr. 17'9'' ; s. 37 k. ; cpl. 273 ; a. 5 5'', 10 40mm., 7 20mm. ; cl. *Fletcher*)

Hudson (DD–475) was launched 3 June 1942 by the Boston Navy Yard; sponsored by Mrs. Henry H. Hough, wife of Adm. Henry H. Hough (Ret.) ; and commissioned 13 April 1943, Comdr. Richard R. Pratt in command.

After shakedown and escort duty along the Atlantic coast, *Hudson* sailed for Efate, New Hebrides, where she was just in time to provide fire support for the initial landings on Bougainville 1 November. As the Japanese staged a heavy air attack 8 November, *Hudson* helped repel them by splashing two "bogies" and assisting on a third. She then made antishipping sweeps in the Truk area and participated in operations against the Green Islands 1 February 1944. En route to the invasion *Hudson* attacked and sank a Japanese submarine 31 January.

Following a brief respite in Australia, *Hudson* steamed to Kwajalein to join the armada readying for the invasion of the Marianas. After delivering shore bombardment to clear the way for landings on Saipan, Guam, and Tinian, the tough little destroyer took part in the Battle of the Philippine Sea 19 June. Here she contributed two kills to the massive destruction of Japanese planes later known as "The Marianas Turkey Shoot". In mid-July, as the invasion of Guam was launched, *Hudson* steamed off the island to screen transports and chalk up another "bogie" as well as rescuing three Navy pilots and a Japanese flier. From the Marianas, *Hudson* steamed to Palau to support landings on Peleliu and Angaur 12–25 September. Departing Manus, Admiralty Islands, 4 October, she reached San Francisco 2 weeks later for overhaul.

Frigate USS *Hudson* circa 1826 from an engraving by W. J. Bennett

After refresher training at Pearl Harbor, *Hudson* returned to battle, arriving off Iwo Jima 19 February 1945. Here she provided vital radar picket protection during the initial invasion of that enemy bastion. While retiring from Iwo Jima after the island was secured, *Hudson* rescued eight survivors of a B–29 Superfortress which had crashed at sea 8 March. Her next action came as she assumed duties as a radar picket ship off Okinawa 1 April, when American troops stormed the last enemy stronghold before the home islands. On 5 April the valiant *Hudson* gained credit for sinking her second Japanese submarine of the war as a 6-hour attack with six barrages of depth charges resulted in the death of *RO–49* off Okinawa. Although under almost constant attack by kamikazes, *Hudson* was to come through the war with only one injury to a crewman; that was inflicted when a kamakaze crashed close aboard 22 April 1945, clipping a chief on the head with a wingtip but missing the ship.

It was off Okinawa that *Hudson* earned the title of the "destroyer who saved a carrier." On 4 May a kamikaze crashed in the escort carrier *Sangamon*. *Hudson* steered for the fiercely blazing carrier. Despite the exploding ammunition on board the drifting carrier, the superbly managed destroyer was able to go alongside three times, getting a total of 16 hoses over the side. The overhanging flight deck of the carrier caused extensive damage to *Hudson*'s superstructure as burning debris—and a flaming plane jettisoned by *Sangamon*'s crew which crashed into *Hudson*'s depth charges on the fantail—caused scattered damage. When the fires were finally under control, *Hudson* had suffered damage equal to that of the original victim, although the carrier had been saved with small loss of life through the destroyer's efforts, and was routed to Guam for repairs 10 May.

Promptly repaired, *Hudson* joined the 3d Fleet off Okinawa 22 June and then proceeded to Eniwetok for convoy duty in the Marshalls. After escorting a convoy to the Aleutians, she returned to Northern Japan to take part in the occupation and control of the enemy home islands 8 September, 6 days after the signing of unconditional surrender in Tokyo Bay. From Japan, *Hudson* sailed to Alaska where she began carrying veterans back to the States in Operation "Magic-Carpet." She then put in at the Puget Sound Navy Yard, Bremerton, Wash., to prepare to decommission. Sailing to San Diego 15 March 1946, *Hudson* decommissioned and went into reserve there 31 May. In January 1947 *Hudson* was moved to Mare Island, Calif, where she remains.

Hudson received nine battle stars for World War II service.

Hudson, see *Gould Island* (YFB–31)

Hugh L. Scott

See *General H. L. Scott* for biography.

(AP–43: dp. 12,579; l. 532′; b. 72′; dr. 30′6″; s. 16 k.; cpl. 119)

Hugh L. Scott (AP–43) was built as *Hawkeye State* for USSB by Bethlehem Shipbuilding Co., Sparrows Point, Md., in 1921. Renamed *President Pierce*, she sailed for the Dollar Steamship Co., and later for the American President Lines as a passenger liner. Taken over by the Army 31 July 1941, she was renamed *Hugh L. Scott* and made four voyages to the Far East before sailing to the East Coast in July 1942. The ship was taken over by the Navy 14 August 1942, and converted to an attack transport at Tietjen and Lang (later Todd Shipbuilding & Drydock Co.), Hoboken, N.J. She commissioned 7 September 1942, Captain Harold J. Wright commanding.

The transport was slated for participation in the North Africa landings, the giant amphibious assault mounted across the entire width of the Atlantic. *Hugh L. Scott* joined Transport Division 3 for this, our first offensive move in the European-African theater, and sailed 24 October after intensive amphibious training. She approached the beaches at Fedhala, French Morocco, early on the morning of 8 November and after bombardment by surface ships, landed her troops. *Hugh L. Scott* then cleared the immediate invasion area, and did not return until 11 November, when she entered the refueling area and then anchored in the exposed Fedhala roadstead to unload her supplies.

During the evening of 11 November, German submarine *U–173* slipped inside the protective screen to torpedo transport *Joseph Hewes*, tanker *Winooski*, and destroyer *Hamberton*. *Hugh L. Scott* and the other transports went to battle stations the entire night, and resumed unloading the next day. That afternoon, 12 November, another submarine, *U–130*, stalked the transports and torpedoed *Hugh L. Scott*, *Edward Rutledge*, and *Tasker H. Bliss*. *Hugh L. Scott*, hit on the starboard side, burst into flames and foundered, but owing to the availability of landing craft for rescue, casualties were held to a minimum—8 officers and 51 men. *U–173* was later sunk by destroyers, but *U–130* escaped.

Hugh Purvis

Hugh Purvis was born in Philadelphia in 1843 and enlisted in the Marine Corps 27 October 1869. He reported immediately to the marine detachment on board *Alaska* soon departing for the Far East. During the punitive expedition to Korea in 1871, he took part in the assault on an enemy fort on the Han River. In desperate hand-to-hand fighting, the sailors and marines stormed the walls of the citadel. Private Purvis ran immediately to the flagstaff which bore the enemy's colors and loosed the halyards. He was joined by Cpl. Charles Brown, and the two tore down the flag. For his inspiring and heroic act Private Purvis was awarded the Medal of Honor. He was discharged in 1873 and served two later tours with the Marine Corps, 1874 to 1879 and 1879 to 1884, rising to Corporal.

(DD–709: dp. 2,200; l. 376′6″; b. 40′; dr. 15′8″; s. 34 k.; cpl. 336; a. 6 5″, 12 40mm., 11 20mm., 6 dcp., 10 21″ tt.; cl. *Allen M. Sumner*)

Hugh Purvis (DD–709) was launched by Federal Shipbuilding & Dry Dock Co., Kearny, N.J., 17 December 1944; sponsored by Mrs. Mary Alice Purvis, widow of Corporal Purvis; and commissioned 1 March 1945, Comdr. B. L. Gurnette in command.

Following shakedown training in the Caribbean, *Hugh Purvis* transited the Panama Canal to take part in training exercises in Hawaiian waters after the close of World War II, returning to Casco Bay, Maine, 16 April 1946. After a long overhaul at New York she trained in the Caribbean and arrived her new homeport, Newport, 14 December 1946. *Hugh Purvis* sailed for her first European cruise 2 February 1947 and after exercises with allied ships in the north Atlantic, formed a part of America's official party at the burial of King Christian of Denmark in April. The ship returned to Newport 14 August and took part in antisubmarine exercises off the New England coast the balance of the year.

Hugh Purvis departed Newport for her first cruise with the 6th Fleet 13 September 1948. For the next 5 months she took part in the fleet's vital work of peace-keeping. Returning to Newport 10 February 1949, she operated from that port until sailing 27 June for New Orleans. *Hugh Purvis* made reserve training cruises out of the gulf port until returning to Newport and regular fleet duties 10 December 1950.

As the demands on the Navy increased during the Korean conflict, *Hugh Purvis* continued intensive readiness training. She made another Mediterranean cruise March to October 1951, and took part in another giant NATO cruise in August 1952. Another 6th Fleet cruise was completed in July 1953 after which the veteran ship embarked midshipmen for a Caribbean training cruise. She participated in Operation Springboard in the Caribbean before returning to Newport 23 November 1953.

Hugh Purvis spent 1954 on training operations on this side of the Atlantic, but sailed 5 January 1955 for another important deployment with the 6th Fleet. She returned 26 May to join a hunter-killer group in antisubmarine exercises until July 1956. On 2 July she sailed again for duty in the troubled Mediterranean, joining other 6th Fleet units in that ancient center of civilization. During this period, American power afloat did much to dampen the Suez crises and to discourage foreign interference in this vital area. While in the Persian Gulf in October 1956, *Hugh Purvis* acted as an escort vessel during evacuation of refugees from Haifa, Israel, and the removal of United Nations Truce Team officials from Gaza, Egypt.

During the summer of 1957, the destroyer took part in another midshipman training cruise to Chile and the Canal Zone, and operated with NATO units in the north Atlantic. In early 1958 she trained in the Caribbean, sailing 12 June for visits to NATO countries in northern Europe. It was during this crucial period that the 6th Fleet was proving its peace-keeping power in the Lebanon crisis, and was successful in preventing a leftist revolt.

After her return from Europe in August 1958 she began 16 months of training and experimental work with the Destroyer Development Group designed to increase her fighting capacity for the modern Navy. In March 1960 she entered Boston Naval Shipyard to begin a FRAM (Fleet Rehabilitation and Modernization) overhaul, which included extensive refitting and the installation of a helicopter landing deck and hangar aft. Emerging with a greatly increased life span, the ship took part in antisubmarine exercises in January 1961, including the use of the new DASH antisubmarine drone helicopter. *Hugh Purvis* then sailed 8 March for her sixth deployment to the Mediterranean. During this cruise the fleet stood by for any eventuality during a deepening of the Berlin crisis, materially strengthening America's hand in this confrontation of power. The ship returned to Newport 4 October 1961.

In January 1962, as the dawning space age increased America's need for control of the sea, *Hugh Purvis* operated in the Atlantic recovery area, aiding in the historic recovery of Col. John Glenn's Mercury space capsule. Sonar exercises occupied her until late October, when the introduction of offensive missiles into Cuba precipitated another cold war crisis. *Hugh Purvis* joined the quarantine line off Cuba, helping to force the withdrawal of the missiles—another dramatic example of the power of the fleet when firmly used in checking communism and keeping the peace. She returned to Newport 20 December 1962 and throughout the next year took part in antisubmarine exercises with ASW carriers and helicopters in the Atlantic.

The year 1964 found her preparing for her annual operational readiness inspection and in February of that year she entered the Boston Naval Shipyard for a regular overhaul. After overhaul and a new radar radome mounted on a 30-foot mast she began evaluation of a new ASW sensor. On 18 January 1965 she sailed from Newport to become an important part of Operation "Springboard". At the completion of competitive year 1965, *Hugh Purvis* was awarded two Cruiser Destroyer Force, Atlantic Fleet, departmental excellence awards in operations and weaponry. During the latter part of 1965 *Hugh Purvis* was adapted for a new conformed planar array sonar at the Boston Naval Shipyard. This new equipment will increase the "vision" of the Fleet thereby providing a better tool to safeguard the peace and freedom of the world and the future of the American way of life.

Ready for action 21 January 1966 *Hugh Purvis* operated along the Atlantic coast and in the Caribbean through most of the year. On 6 March she rescued fishing boat *Good Will II* and her crew of five. The destroyer sailed for the Mediterranean 29 November, and transited the Straits of Gibraltar 7 December to join the 6th Fleet. She operated in the eastern Mediterranean into 1967, protecting the peace and security of the free world.

Hugh W. Hadley

Hugh William Hadley was born 17 February 1901 at Moro, Oreg., and was appointed to the Naval Academy in 1918. Commissioned Ensign 29 May 1922, he served on board many ships, including *Pennsylvania* and *S–27*, and various shore stations in the prewar years. After serving as Executive Officer of *Roper* 1936–1939 and on board *Maryland* 1941–1942, he was appointed Commander and assigned to command Transport Division 12 in the Pacific. Hadley's attack transports made nightly runs into Guadalcanal to support American troops there, and while on board *Little* 5 September 1942 Hadley was surprised by three Japanese destroyers off Lunga Point. His outgunned ship fought valiantly, but was sunk along with attack transport *Gregory*. Commander Hadley was killed in the action and was posthumously awarded the Silver Star for his outstanding performance in the bitter Solomons campaign.

(DD–774: dp. 2,220; l. 376'6"; b. 41'2"; dr. 15'8"; s. 34 k.; cpl. 336; a. 6 5"; 10 21" tt., 6 dcp., 2 dct.; cl. *Allen M. Sumner*)

Hugh W. Hadley (DD–774) was launched by Bethlehem Steel Shipbuilding Co., San Pedro, Calif., 16 July 1944; sponsored by Mrs. Hugh W. Hadley, widow of the namesake; and commissioned 25 November 1944, Comdr. L. C. Chamberlin in command.

After intensive shakedown training off the coast of California, *Hugh W. Hadley* sailed 21 February 1945 in company with HMS *Rance* for Pearl Harbor. The ships arrived 27 February, but *Hugh W. Hadley* was soon underway again, sailing 8 days later for Ulithi and the great Okinawa invasion. The ship departed in company with a large group of LST's and their escorts 25 March bound for the Japanese island stronghold, and arrived off the Okinawa group 31 March. As the night approach was made, *Hugh W. Hadley* led a group of LST's toward the beach, shooting down an attacking Japanese plane en route. The destroyer escorted her charges safely to the beach, watched them unload their troops and equipment the morning of 1 April, and then took up antisubmarine patrol station outside the transport area. As the bitter fighting ashore continued, *Hugh W. Hadley* helped protect against submarines and aircraft as the Japanese made a final effort to stop the invasion. The ship remained on patrol until 4 April, when she sailed with a group of transports to Saipan, arriving 14 April.

Hugh W. Hadley was soon on her way back to Okinawa, however, and arrived from Saipan 27 April to resume her outer patrol. For the next few days the destroyer fought off numerous air raids, picked up a downed fighter pilot, and carried out antisubmarine patrol. She went alongside destroyer *Brown* 7 May for transfer of communication equipment, and then took up additional duties as a fighter direction ship for the Combat Air Patrols, so vital to the invasion's air cover.

As radar picket ships were scarce, *Hugh W. Hadley* was assigned this duty on the afternoon of 10 May. Joining destroyer *Evans* (DD–552) and four smaller craft, she took station 15 west of Okinawa and early the next morning began vectoring aircraft to meet the oncoming Japanese. For nearly 2 hours the morning of 11 May, *Hugh W. Hadley* and *Evans* came under severe attack, as the Japanese mounted their sixth attack against American forces at Okinawa. Both ships maneuvered at high speed, downing many suicide planes and directing air attacks on formations of Japanese. The attackers numbered some 150 planes. After *Evans* took several serious hits and went dead in the water about 0900, *Hugh W. Hadley* fought on alone. At 0920, she was attacked by 10 planes simultaneously, from both ahead and astern. The ship destroyed all 10, but not without damage to herself. One bomb hit aft, a baka bomb hit, and two kamikaze crashes were inflicted on the gallant ship as her gunners ran low on ammunition. Finally, as the attack ended, all but 50 of the crew were ordered over the side in life rafts, the remaining men fighting fires and working to control the

U. S. S. HUGH W. HADLEY (DD-774)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

The U.S.S. HUGH W. HADLEY (DD774) was assigned duty as RADAR PICKET SHIP AND FIGHTER DIRECTOR SHIP on Station #15 off Okinawa, Nansei Shoto, 10 May 1945. Ships in company were the U.S.S. EVANS (DD552), LCS (L) 84, LCS 82, LCS 83 and LSM (R) 193 as support ships. The Evans turned over the duties of Tactical Command to the Hadley.

The MISSION of this group of ships was to detect and report approaching enemy aircraft, to control the assigned Combat Air Patrol, and to prevent enemy planes from reaching the transport area at Okinawa.

On the night of 10 May, an enemy plane attacked our formation at 1935 and was taken under fire by both ships. The Evans reported seeing it destroyed. Throughout the night the ship was at General Quarters due to the threatening movements and a few attacks by enemy planes which were in the immediate vicinity of the formation.

At about 0755, numerous enemy planes were contacted by our instruments as coming towards the ship (and Okinawa) from the north, distance about 55 miles. One division of CAP was ordered out to intercept. Shortly thereafter, several enemy formations were detected, and the entire CAP was ordered out to intercept. Our Fighter Director Officer in CIC has estimated that the total number of enemy planes was 156 coming in at different heights in groups as follows: Raid ONE 36, Raid TWO 50, Raid THREE 20, Raid FOUR 20 to 30, Raid FIVE 20; Total 156 planes.

From 0830 to 0900 the Hadley was attacked by groups of planes coming in on both bows. Twelve enemy planes were shot down by the Hadley's guns during this period, at times firing all guns in various directions. The Evans which, at this time, was at a distance of about three miles to the northwest, was seen fighting off a number of planes by herself, several of which were seen to be destroyed. At 0900 the Evans was hit and put out of action. At one time toward the close of the battle when friendly planes were closing to assist us, the four support ships were prevented from shooting down two friendlies whom they had taken under fire. One plane was seen to splash inside their formation due to their own gunfire. However, I am not able to give an accurate account of their action. They were very helpful in picking up my crew who were in the water, in coming alongside and removing wounded and in helping us to pump.

For 20 minutes, the Hadley fought off the enemy singlehanded being separated from the Evans, which was out of action, by three miles and the four small support ships by two miles. Finally, at 0920, ten enemy planes which had surrounded the Hadley, four on the starboard bow under fire by the main battery and machine guns, four on the port bow under fire by the forward machine guns, and two astern under fire by the after machine guns, attacked the ship simultaneously. All ten planes were destroyed in a remarkable fight and each plane was definitely accounted for. As a result of this attack, the Hadley was (1) Hit by a bomb aft (2) By a BAKA bomb seen to be released from a low flying BETTY (3) Was struck by a suicide plane aft (4) Hit by suicide plane in rigging.

From this point on, a truely amazing, courageous and efficient group of men and officers with utter disregard for their own personal safety approached the explosions and the fire with hoses and for fifteen minutes kept up this work. The torpedoes were jettisioned, weights removed from the starboard side, and finally, the fire was extinguished and the list and flooding controlled and the ship was saved. Although the ship was still in an extremely dangerous condition, one fireroom bulkhead held and she was finally towed safely to the IE SHIMA anchorage.

The total number of enemy planes destroyed by the Hadley in this period of one hour and thirty-five minutes of continual firing was twenty-three. This number includes twenty shot down to the water and three suicide hits.

Our mission was accomplished. The transports at the Okinawa anchorage were saved from an attack by one hundred and fifty-six enemy planes by the action of our ships. We bore the brunt of the enemy strength and absorbed what they had to throw at us. It was a proud day for destroyer men.

PERSONNEL PERFORMANCE AND CASUALTIES: 1. Killed in action twenty-eight; wounded in action sixty-seven; missing in action none.

No Captain of a man of war ever had a crew who fought more valiantly against such overwhelming odds. Who can measure the degree of courage of men who stand up to their guns in the face of diving planes that destroy them? Who can measure the loyalty of a crew who risked death to save the ship from sinking when all seemed lost? I desire to record that the history of our Navy was enhanced on 11 May 1945. I am proud to record that I know of no record of a Destroyer's crew fighting for one hour and thirty-five minutes against overwhelming enemy aircraft attacks and destroying twenty-three planes. My crew accomplished their mission and displayed outstanding fighting abilities. I am recommending awards for the few men who displayed outstanding bravery above the deeds of their shipmates in separate correspondence. Destroyer men are good men and my officers and crew were good destroyer men.

B. J. Mullaney

B. J. MULLANEY

Report by Commanding Officer of USS *Hugh W. Hadley* (DD–774) dated 15 May 1945

Fighting side-by-side off Okinawa 11 May 1945, USS *Hugh W. Hadley* (DD–774) and USS *Evans* (DD–552) splashed 38 planes.

damage. Though her engineering spaces were flooded and she was badly holed, *Hugh W. Hadley* was kept afloat by the determination and skill of her damage control parties and eventually arrived Ie Shima.

During this remarkable battle. *Hugh W. Hadley* had succeeded in downing some 23 enemy aircraft and aided in splashing countless others. After temporary repairs, the ship was taken to Kerama Retto 14 May, where men from repair ship *Zaniah* worked on her battered hull. *Hugh W. Hadley* subsequently was taken to Buckner Bay, Okinawa, in a floating drydock towed by *Avoycl* (ATF–150), 15 July 1945, and after 20 days there began the long voyage under tow to the United States. After encountering heavy weather during the passage the ship arrived Hunter's Point, Calif., via Pearl Harbor, 26 September 1945. Decommissioned 15 December 1945, she was sold 2 September 1947 to Walter W. Johnson Co., San Francisco, and scrapped.

In addition to one battle star for her World War II Service, *Hugh W. Hadley* received the Presidential Unit Citation for her performance in the action off Okinawa 11 May 1945.

Hugh Young, see *Zaurak* (AK–117)

Hughes

Edward Merritt Hughes, born 28 January 1850 in Ohio, was appointed to the Naval Academy in 1866. After service in a number of ships and stations ashore, he reached the high point in his career during the Spanish-American War. He was Executive Officer of *Petrel* during the Battle of Manila Bay. Immediately after the action, he commanded a small boat which boarded and set fire to five Spanish ships lying in Cavite Harbor, despite reports that fuses had been set to their magazines and in the face of a large and excited armed force on shore nearby. He was advanced five numbers in rank for eminent and conspicuous conduct on this occasion. Commander Hughes died at Yokohama, Japan, 28 September 1903.

(DD–410: l. 348′2″; b. 36′1″; dr. 17′4″; s. 35 k.; cpl. 450; a. 4 5″, 8 21″ tt.; cl. *Sims*)

Hughes (DD–410) was laid down 15 September 1937 by Bath Iron Works, Bath, Maine; launched 17 June 1939; sponsored by Mrs. Edward M. Hughes, widow of Commander Hughes; and commissioned at Boston Navy Yard, 21 September 1939, Lt. Comdr. Donald J. Ramsay in command.

Following shakedown in the Gulf of Mexico, *Hughes* joined the Atlantic Fleet. From July 1940 through December 1941, *Hughes* served in the Atlantic, first on patrol off Martinique to watch Vichy-controlled French Forces there and then on Neutrality patrol off Iceland. During this time, she became the first American destroyer to escort a British convoy all the way to England.

Following the attack on Pearl Harbor, warships were urgently needed in the Pacific and *Hughes* sailed from Norfolk 18 December 1941, arriving San Diego in company with *Yorktown* (CV–5), 30 December. She departed San Diego 12 January 1942 as an escort for ships bringing reinforcements to Samoa. *Hughes* then sailed from Samoa as part of a carrier striking force built around carrier *Yorktown*. She screened the carrier in strikes on Jaluit, Makin, Mili, and Canton Islands; then supported the combined *Lexington-Yorktown* Task Force 17, as it attacked Japanese bases at Lae and Salamaua, 10 March 1942. Missing the Battle of the Coral Sea while escorting a tanker carrying fuel to Noumea, *Hughes* reached Pearl Harbor in time to participate in the Battle of Midway.

Hughes, while protecting carrier *Yorktown* during this action, shot down two torpedo planes and assisted in shooting down two others. After *Yorktown* was hit 4 June, *Hughes* continued an all-night vigil to prevent her capture. When the carrier was torpedoed by a submarine 6 June, *Hughes* helped damage the attacker with depth charges, and rescued the survivors when *Yorktown* sank the next day.

After a brief time as convoy escort, she joined American Forces at Guadalcanal, where she screened the carrier *Hornet* (CV–8) throughout the campaign. During the Battle of Santa Cruz. *Hughes* splashed one Japanese plane and assisted in downing two more. Despite her valiant efforts, *Hornet* was hit and sunk 27 October 1942. Joining Task Force 16, 10 November 1942, *Hughes* participated in the Naval Battle of Guadalcanal by screening *Enterprise* (CV–6). *Hughes* continued screening operations until the end of February 1943.

Following a refit and brief convoy duty, *Hughes* was detached from the South Pacific and sailed to Pearl Harbor, departing 18 April for the Aleutian Islands and arrived on the 24th. Bombardments of Kiska on 6 and 22 July were high points of her months in northern waters. After Kiska was occupied, *Hughes* departed the Aleutians for overhaul 25 August in San Francisco.

Following overhaul, *Hughes* sailed for Pearl Harbor 26 October to prepare for the invasion of the Gilbert Islands. She sailed 10 November as part of the screen for the escort carriers covering the invasion of Makin Atoll. When *Liscombe Bay* (CVE–56) was sunk 24 November, *Hughes* rescued 152 of the survivors. She began screening the transport group 27 November, and 2 days later departed for Pearl Harbor, and arrived there, 7 December 1943. On 13 January 1944, *Hughes* joined Task Force 53 for the invasion of the Marshall Islands. She joined in the preinvasion, 3 to 11 February 1944. The destroyer continued to support the escort carriers during the strikes against Palaus 31 March.

Hughes took part in the invasion of Hollandia, New Guinea, 23 April, acting as a screen for the CVE group which provided air cover for the landings at Aitape and Tanahmerah Bay. Then *Hughes* remained off New Guinea as a convoy escort and fire-support ship of the 7th Fleet, until 25 September when she departed for the invasion of the Philippines. During this time, *Hughes* participated in the invasions of Biak, Noemfoor, Cape Sensapor, and Morotai, serving as flagship of Rear Adm. William M. Fechteler during the latter campaign.

During the invasion of Leyte, *Hughes* was the flagship of Rear Adm. Arthur D. Struble commanding the tiny task group detailed to capture the small islands of Dinigat and Homohon guarding the entrance to Leyte Gulf. Following the successful conclusion of this operation, *Hughes* screened Philippine bound convoys, making frequent trips to and from New Guinea until 6 December 1944 when she reembarked Admiral Struble and departed for the invasion of Ormoc Bay, Leyte. Following this operation, *Hughes* was serving as a picket destroyer off the southern tip of Leyte when she was hit by a kamikaze 10 December 1944. Badly damaged with one engine room demolished and much of her other machinery destroyed, *Hughes* was towed to San Pedro Bay, Leyte, where, after temporary repairs, she departed for Humboldt Bay, New Guinea, 19 December en route to Pearl Harbor, where she arrived 23 January 1945. Following more repairs, she sailed for San Francisco, arriving Hunter's Point Naval Drydocks 2 February. *Hughes* remained there for the next 3 months undergoing extensive overhaul.

After a long testing period, *Hughes* was declared combat ready and departed for Adak in the Aleutians 4 June 1945. Assigned to the Northern Pacific Force, she remained in the Aleutians until the end of the war, harassing enemy shipping and bombarding Japanese bases. *Hughes* then served as part of the patrol force off Northern Honshu until relieved 20 October. She sailed for the United States 10 days later with Destroyer Squadron 2. She was decommissioned 28 August 1946, and struck from the Navy List 26 November 1948.

Hughes earned 14 battle stars for World War II service.

Hughes, Admiral C. F., see *Admiral C. F. Hughes* (AP–124)

Hughes, Charles F., see *Charles F. Hughes* (DD–428)

Hulbert

Henry Lewis Hulbert, born in Kingston-upon-Hull, England, 12 January 1867, enlisted in the Marine Corps 28 March 1898. During the Philippine Insurrection, he received the Medal of Honor for an action on Samar 1 April 1899 when he refused to desert disabled comrades in the face of heavy fire. Soon after America entered World War I, Hulbert was appointed a marine gunner with the Fifth Regiment. During the Battle of Chateau Thierry 6 June 1918, despite serious wounds, he directed his platoon in a successful attack and received the Distinguished Service Cross for his heroism. Appointed First Lieutenant for his extraordinary service, Hulbert was killed near Mont Blanc 5 October 1918, and was posthumously awarded the Navy Cross.

(DD–342; dp. 1,190; l. 314′5″; b. 30′8″; dr. 9′3″; s. 36 k.; cpl. 126; a. 4 4″, 2 3″, 12 21″ tt.; cl. *Clemson*)

Hulbert (DD–342) was launched by Norfolk Navy Yard, Portsmouth, Va., 28 June 1918; sponsored by Mrs. V. C. Hulbert, widow of Lieutenant Hulbert; and commissioned 27 October 1920, Lt. S. A. Maher in command.

Following shakedown training out of Norfolk, *Hulbert* took part in destroyer maneuvers in the Atlantic until June 1921, when she assisted in the famous ordnance tests on obsolete American and captured German ships. For the next year, the ship operated out of Newport with other destroyers.

Hulbert sailed 20 June 1922 for duty on the Asiatic Station, steaming via the Mediterranean and Ceylon to Chefoo, China, 26 August. The ship patrolled Chinese and Philippine waters in the year that followed, protecting American interests during the raging Chinese Civil War. She also took part in periodic fleet exercises designed to keep her crew and equipment at maximum war readiness. *Hulbert* took part in the evacuation of American civilians and missionaries in March 1927 and September 1928. Completing this lengthy tour of duty in the Far East, she sailed 22 July 1929 from Yokohama, arriving San Diego 17 August.

During the remainder of the year, *Hulbert* acted as plane guard for carriers *Langley* and *Saratoga* off California, thus helping to develop carrier-group tactics. She took part in important fleet exercises on both coasts, during the period from 1930 to 1934 and arrived Philadelphia 14 August 1934. She decommissioned there 17 October 1934 and was placed in reserve.

Hulbert was converted to a seaplane tender 1939–1940, recommissioning at New York Navy Yard as AVP–6 on 2 August 1940. She arrived San Diego 24 August via Guantanamo Bay and the Canal Zone, and began servicing Patrol Wing 1 on operations off the West Coast, helping to perfect America's seaplane reconnaissance capability. *Hulbert* sailed 8 May 1941 for Pearl Harbor, where she became headquarters ship for the seaplane wing and continued servicing and repairing her planes.

On the fateful morning of 7 December 1941, *Hulbert* was moored at the Submarine Base, Pearl Harbor. General Quarters sounded just before 0800, and the ship's antiaircraft batteries instantly opened fire at attacking planes. As the Japanese directed their attention to Ford Island and the battleships, she shot down one torpedo plane and damaged several others. After the attack the ship assisted in the massive rescue effort. After loading ammunition, she moved to Hilo 9 December to set up an advance base for the all-important patrol bombers. *Hulbert* was also called upon to aid aircraft at sea, as on Christmas Day she repaired a seaplane at sea and then towed it for nearly 3 days when heavy seas prevented a safe takeoff. The ship also made supply runs to Palmyra before moving north to Kodiak 6 June 1942.

The Japanese had occupied Kiska and Attu as part of the abortive Midway Offensive, and *Hulbert* was assigned to tend the seaplanes of VP–43 during reconnaissance flights and bombing raids on those islands. The versatile ship also steamed to Seguam Island 30 August 1942, landing a party of marines to search for a Japanese radio station. Next day, she arrived Atka to aid torpedoed tender *Casco*, alternating between salvage efforts and seaplane tending during September. *Hulbert* sailed 4 October for supplies and repairs at San Francisco.

She was again underway from Seattle 8 December 1942 for Kodiak where the veteran ship serviced patrol bombers during the first months of 1943. In May *Hulbert* moved to Amchitka, acting as communications ship during the recapture of Attu that spring. She moved again to Attu in June, to provide fuel and communications services for seaplanes and torpedo boats but was blown ashore in Massacre Bay during a severe storm 30 June 1943. *Hulbert*'s hull was seriously damaged and, after temporary repairs at Dutch Harbor, she arrived Seattle 30 August for a major overhaul.

The ship was reclassified DD–342 on 1 December 1943, and sailed 15 January 1944 to San Diego to take up new duties as an escort ship. For the remainder of the war *Hulbert* acted as plane guard and screen ship for dozens of new escort carriers as they made ready to join America's powerful striking fleet in the Far East. The ship also served as a maneuvering torpedo target during pilot training and rescued a dozen pilots during this period. After the war's end, *Hulbert* sailed 30 September, escorting carrier *Ranger* to the Canal Zone and arrived Philadelphia 17 October 1945. She decommissioned 2 Novem-

ber 1945 and was sold for scrap in October 1946 to Ship Shape, Inc., Philadelphia.

Hulbert received two battle stars for World War II service.

Hull

Isaac Hull was born in Derby, Conn., 9 March 1773 and was appointed Lieutenant in the U.S. Navy 9 March 1798. During the Quasi-War with France he served as Executive Officer of frigate *Constitution* under Silas Talbot, and distinguished himself by leading a successful expedition to capture the fort at Porto Plata, Santo Domingo. The intrepid Hull spiked the fort's guns, cut out a prize, and escaped from the harbor with it. In the war with Tripoli 1802–05 he added to his reputation while in command of brig *Argus*. In the War of 1812 Hull was given command of *Constitution*. In July 1812, while off the coast of New Jersey, he encountered a squadron of four British frigates and one ship of the line under Admiral Blake. As the wind was light or non-existent, Hull alternately towed *Constitution* with boats and hauled her ahead on her anchor. After three days of this skillful and strenuous work, she escaped. Later, on August 19th, Hull engaged HMS *Guerriere* in one of the classic battles of naval history, compelling the British ship to strike her colors and earning for his vessel the name "Old Ironsides". Promoted to Commodore, Hull commanded the Boston and Washington Navy Yards, the Pacific Squadron, and finally the Mediterranean Squadron in his later career. Commodore Hull died 13 February 1843 at Philadelphia.

I

(DD–7: dp. 408 n.; l. 248′8″; b. 24′6″; dr. 6′; s. 29 k.; cpl. 73; a. 2 3″, 5 6-pdr., 2 18″ tt.; cl. *Bainbridge*)

The first *Hull* (DD–7) was launched by Harlan & Hollingsworth of Wilmington, Del., 21 June 1902; sponsored by Miss Mabel Hull, a descendant of Commodore Hull; and commissioned 20 May 1903, Lt. S. S. Robinson in command.

During her first 2 years of service, *Hull* engaged in patrol and training maneuvers off Newport and in Chesapeake Bay. After a cruise to the Caribbean January–April 1905 she returned to League Island, Pa., where she decommissioned 30 September 1905.

Hull recommissioned 14 November 1906 at Philadelphia, and took part in winter exercises with fleet units in Cuban waters. After operations off Newport the ship returned to Norfolk in October 1907 to prepare for the voyage of the Great White Fleet. *Hull* sailed as an escort vessel 2 December and after stopping at many South American and Central American ports on the voyage around South America with the great battleships, arrived San Diego 28 April 1907. *Hull* was detached on the west coast, and the Great White Fleet continued on its cruise, showing the flag around the world. The destroyer remained in the vicinity of San Francisco until departing 24 August 1908 for a cruise to the South Pacific. She took part in various exercises in Hawaiian and Samoan waters before returning to San Diego in November.

Hull spent the years before World War I on patrol and training exercises off the California coast. She decommissioned 30 October 1912 and joined the Reserve Torpedo Division at Mare Island, with which she made occasional training cruises to California ports. When America entered the war in April 1917 *Hull* was being refitted at Mare Island. She sailed with other destroyers for the Canal Zone 25 April 1917 and for the next 3 months was engaged in defensive patrol off the western approaches to that vital waterway. She sailed to Norfolk 26 July for escort and patrol duty along the East Coast. In the months that followed *Hull* escorted ships to Bermuda and engaged in training maneuvers with other ships of the fleet as well. In June 1918 she broke up an attack by German submarine *U–151* on a merchant ship, and often rescued sailors from sinking ships. She continued this vital ocean patrol duty until the end of the war.

Hull arrived Philadelphia 29 January 1919, and decommissioned 7 July 1919. She was sold 5 January 1921 to Joseph G. Hitner of Philadelphia.

II

(DD–330: dp. 1,190; l. 314′5″; b. 31′8″; dr. 9′3″; s. 35 k.; cpl. 95; a. 4 4″, 1 3″, 12 21″ tt.; cl. *Clemson*)

The second *Hull* (DD–330) was launched by Bethlehem Shipbuilding Corp., San Francisco, 18 February 1921; sponsored by Miss Elizabeth Hull; and commissioned 26 April 1921, Lt. T. J. Doyle in command.

Following shakedown along the California coast, *Hull* engaged in operations and tactical exercises out of San Diego for the remainder of the year. During 1922 she took part in charting and sounding operations along the coast of southern California. Upon completion of winter maneuvers off Panama and training exercises out of San Diego, *Hull* sailed 28 June 1923 to act as escort vessel on President Harding's trip to Alaska. It was on this voyage that the President was taken ill, and he died in San Francisco 2 August. The destroyer returned to San Diego 8 September and resumed operations and exercises in that area.

Hull sailed 2 January 1924 for operations in the Caribbean, which included a visit to Vera Cruz, Mexico, to protect American lives and property during the recurring Mexican revolution. In April the ship steamed to Seattle and operated between that city and Seward, Alaska, taking soundings for the new Alaskan cable. Upon her return in early May *Hull* resumed operations along the coast.

The destroyer continued to operate out of San Diego with occasional voyages to Panama until 1927. She then sailed in company with the Battle Fleet 17 November for tactical maneuvers in the Caribbean. *Hull* visited New York before returning to San Diego 26 June to resume her training operations. The ship arrived Mare Island 11 June 1929 for overhaul, and returned to San Diego in October, where she decommissioned 31 March 1930. *Hull* was sold for scrap 10 June 1931 in accordance with the London Treaty of 1930.

III

(DD–350: dp. 1,395; l. 341′4″; b. 34′3″; dr. 8′10″; s. 37 k.; cpl. 160; a. 5 5″, 4 .30 cal., 8 21″ tt.; cl. *Farragut*)

The third *Hull* (DD–350) was launched by New York Navy Yard 31 January 1934; sposored by Miss Patricia Louise Platt; and commissioned 11 January 1935, Commander R. S. Wentworth in command.

Following a shakedown cruise which took her to the Azores, Portugal, and the British Isles, *Hull* arrived San Diego via the Panama Canal 19 October 1935. She began her operations with the Pacific Fleet off San Diego, engaging in tactical exercises and training. During the summer of 1936 she cruised to Alaska and in April 1937 took part in fleet exercises in Hawaiian waters. During this increasingly tense pre-war period, *Hull* often acted as plane guard to the Navy's Pacific carriers during the perfection of tactics which would be a central factor in America's victory in World War II. She continued these operations until the outbreak of the war, moving to her new home port, Pearl Harbor, 12 October 1939.

The pattern of fleet problems, plane guard duty, and patrolling was rudely interrupted 7 December 1941 when the Japanese attacked Pearl Harbor. *Hull* was alongside tender *Dobbin* undergoing repairs, but quickly put her anti-aircraft batteries into operation and assisted in downing several planes. As the main object of the raid was battleships, the destroyer suffered no hits and departed next day to join carrier *Enterprise* and escort her into Pearl Harbor. During the next critical months of the war, *Hull* operated with Admiral Wilson Brown's Task Force 11, screening *Lexington* in important strikes on Japanese bases in the Solomons. She returned to Pearl Harbor 26 March, and for 3 months sailed on convoy duty between San Francisco and Pearl Harbor. *Hull*

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was soon back in the thick of combat, however, as she sailed 7 December for Suvu, Fiji Islands, to prepare for America's first offensive land thrust, the amphibious assault on Guadalcanal. She departed 26 July for the Solomons, and on the day of the landings, 7 August 1942, screened cruisers during shore bombardment and then took up station as antisubmarine protection for the transports. Next day she helped repel strong enemy bombing attacks, shooting down several of the attackers, and that evening performed the sad duty of sinking transport *George F. Elliott*, burning beyond control. On 9 August the destroyer sank a small schooner off Guadalcanal, departing that evening for Espiritu Santo. During the next difficult weeks on Guadalcanal, *Hull* made three voyages with transports and warships in support of the troops, undergoing air attacks 9 and 14 September.

The ship returned to Pearl Harbor 20 October, and spent the remainder of the year with battleship *Colorado* in the New Hebrides. She sailed 29 January from Pearl Harbor bound for repairs at San Francisco, arriving 7 February 1943. Upon completion she moved to the bleak Aleutians, arriving Adak 16 April, and began a series of training maneuvers with battleships and cruisers in the northern waters. As the Navy moved in to retake Attu in May, *Hull* continued her patrol duties, and during July and early August she took part in numerous bombardments of Kiska Island. The ship also took part in the landings on Kiska 15 August, only to find that the Japanese had evacuated their last foothold in the Aleutian chain.

Hull returned to the Central Pacific after the Kiska operation, arriving Pearl Harbor 26 September 1943. She departed with the fleet 3 days later for strikes on Wake Island, and operated with escort carriers during diversionary strikes designed to mask the Navy's real objective—the Gilberts. *Hull* bombarded Makin during this assault 20 November, and with the invasion well underway arrived in convoy at Pearl Harbor 7 December 1943. From there she returned to Oakland 21 December for amphibious exercises.

Next on the island road to Japan was the Marshall Islands, and *Hull* sailed with Task Force 53 from San Diego 13 January 1944. She arrived 31 January off Kwajalein, screening transports in the reserve area, and through February carried out screening and patrol duties off Eniwetok and Majuro. Joining a battleship and carrier group, the ship moved to Mille Atoll 18 March, and took part in a devastating bombardment. *Hull* also took part in the bombardment of Wotje 22 March.

The veteran ship next participated in the devastating raid on the great Japanese base at Truk 29–30 April, after which she arrived Majuro 4 May 1944. There she joined Admiral Lee's battleships for the next major invasion, the assault on the Marianas. *Hull* bombarded Saipan 13 June, covered minesweeping operations with gunfire, and patrolled during the initial landing 15 June. Two days later *Hull* and other ships steamed out to join Admiral Mitscher's carrier task force as the Japanese made preparations to close the Marianas for a decisive naval battle. The great fleets approached each other 19 June for the biggest carrier engagement of the war, and as four large air raids hit the American dispositions fighter cover from the carriers of *Hull*'s Task Group 58.2 and surface fire decimated the Japanese planes. With an able assist from American submarines, Mitscher succeeded in sinking two Japanese carriers in addition to inflicting fatal losses on the Japanese naval air arm during "The Great Marianas Turkey Shoot" 19 June, *Hull* assisting in several of these brilliant antiaircraft engagements.

During July the destroyer operated with carrier groups off Guam, and after the assault 21 July patrolled off the island. In August she returned to Seattle, arriving the 25th, and underwent repairs which kept her in the States until 23 October, when she anchored at Pearl Harbor. *Hull* joined a 3d Fleet refueling group, departing 20 November 1944 to rendezvous with fast carrier striking forces in the Philippine Sea. Fueling began 17 December, but increasingly heavy seas forced cancellation later that day. The fueling group became engulfed in an approaching typhoon next day, with barometers falling to very low levels and winds increasing above 90 knots. At about 1100 18 December *Hull* became locked "in irons", in the trough of the mountainous sea and unable to steer. All hands worked feverishly to maintain integrity and keep the ship afloat during the heavy rolls, but finally, in the words of her commander: "The ship remained over on her side at an angle of 80 degrees or more as the water flooded into her upper structures. I remained on the port wing of the bridge until the water flooded up to me, then I stepped off into the water as the ship rolled over on her way down".

The typhoon swallowed many of the survivors, but valiant rescue work by *Tabberer* and other ships of the fleet in the days that followed saved the lives of 7 officers and 55 enlisted men.

Hull received 10 battle stars for World War II service.

IV

(DD–945: dp. 3,990 fl.; l. 418′; b. 45′; dr. 14′9″; s. over 30 k.; cpl. 324; a. 3 5″, 4 3″, 4 21″ tt., 1 dct.; cl. *Forrest Sherman*)

The fourth *Hull* (DD–945) was launched by Bath Iron Works, Bath, Maine, 10 August 1957; sponsored by Mrs. Albert G. Mumma; and commissioned 3 July 1958, Commander H. H. Ries in command.

Hull conducted her shakedown training in New England waters, steaming out of Newport 7 September 1958 to join the Pacific Fleet at San Diego. Arriving 13 October via the Panama Canal, she took part in fleet training exercises until departing for the Far East 15 April 1959. During this cruise she operated with the mighty 7th Fleet on Formosa Patrol, helping express America's determination to protect the island and maintain peace in the area. She returned to San Diego 3 September 1959 and after training operations sailed again for the Far East 7 July 1960. On this cruise she added hunter-killer group training to regular Formosa Patrol. *Hull* stopped at various ports in the region before returning to San Diego 26 November 1960.

The destroyer engaged in readiness exercises during January–August 1961, departing 31 August for another deployment to the strategic Far East. She operated off Formosa and in the South China sea, expressing American protection of the Southeast Asian countries in the fight against Communism. After fleet operations in Hawaiian waters she arrived San Diego 14 February 1962.

As the introduction of offensive missiles into Cuba precipitated another Cold War crisis, *Hull* sailed from San Diego 28 October 1962 to escort amphibious forces to the Canal Zone to strengthen American defenses and show her determination to resist incursion into the Western Hemisphere. As the crisis abated, again attesting to the power and importance of mobile seapower, *Hull* returned to her regular operations out of San Diego. She sailed once more for the Far East 17 October 1963, operating out of Subic Bay through December until returning to San Diego 16 April 1964. *Hull* operated on the West Coast until getting underway for the Orient 27 April 1965. During the deployment, she made three patrols off Vietnam. On 16 July she rescued an American flyer who had splashed in the Gulf of Tonkin. On 29 August she effectively shelled enemy strong points near Chu Lai. The veteran destroyer returned to San Diego 10 November.

Hull departed San Diego 18 January 1966 for the Long Beach Naval Shipyard and an overhaul until 26 April. From 12 to 22 July she participated in Exercise "Belaying Pin" off San Diego. Then on 17 August *Hull* departed San Diego for a 6-month WestPac deployment. She was the flagship of Commander Task Unit 70.8.9 for three 30-day patrols off South Vietnam. Between patrols the distroyer visited Kaoshiung, Taiwan; Hong Kong; Chinhae, Korea; and Sasebo, Japan. The third war patrol began 21 December and ended 16 January 1967. *Hull*

returned to San Diego in late January, arriving 11 February, for operations into the fall off the West Coast.

Humboldt

A bay on the northern coast of California, some 250 miles north of San Francisco.

(AVP–21: dp. 2,592; l. 310'9"; b. 41'1"; dr. 13'6"; s. 18 k.; cpl. 367; a. 2 5"; cl. *Barnegat*)

Humboldt (AVP–21) was launched by Boston Navy Yard 17 March 1941; sponsored by Mrs. William T. Tarrant; and commissioned 7 October 1941, Comdr. W. G. Tomkinson in command.

Following rigorous shakedown training off the Atlantic coast, the new seaplane tender sailed from Norfolk 13 May 1942 to join Rear Admiral Ingram's South Atlantic Force on the Brazilian coast. After stops at San Juan and Trinidad she arrived Recife 5 August and began tending the aircraft of VP–83. During the months that followed, these patrol aircraft, operating with ships of the Brazilian and U.S. Navies, patrolled the vital South Atlantic sea lanes and hunted down Axis submarines. *Humboldt* supplied and repaired seaplanes and, in addition, carried aviation gasoline to outlying air bases on the coast while engaging in antisubmarine patrol herself.

While at Natal, Brazil, 28 January 1943, *Humboldt* was the site of a conference between President Roosevelt, returning from the Casablanca Conference, and President Vargas of Brazil. Following this meeting, which helped to achieve even closer cooperation between the naval units of the two countries, the seaplane tender continued to visit isolated ports on the Brazilian coast with supplies, establishing a new seaplane base at Aratu in May 1943.

Humboldt headed north 1 July 1943, arriving Boston 17 July to take up new duties in the North Atlantic. Sailing 23 August, the ship carried supplies and parts to the Fleet Air Wings in Newfoundland, Iceland, and Britain. She continued this dangerous duty, often sailing unescorted, into the early months of 1944, occasionally sailing to Casablanca as well. She was at Casablanca in late May 1944 and upon hearing of the torpedoing of escort carrier *Block Island* and destroyer *Barr* steamed out to help with survivors and to escort *Barr* to safety. *Humboldt* was soon underway again, this time to bring an experienced submarine officer to rendezvous with *Guadalcanal*'s hunter-killer group, which had just captured *U–505* in an epic encounter 4 June. The seaplane tender continued to bring supplies to squadrons in the Azores and North Africa until 22 March 1945 when she sailed from Norfolk for Brazil.

Returning to her original tending duties in the South Atlantic, *Humboldt* arrived Recife 5 April and remained on duty until the surrender of Germany, after which she sailed for Norfolk 10 June. She moved to Philadelphia Navy Yard 16 July for conversion to a Press Ship. Reclassified AG–121 30 July 1945, *Humboldt* was to serve as a broadcast and teletype center for correspondents during the final phases of the war against Japan; but the war ended before her conversion was completed. Arriving Orange, Texas, 22 November 1945, the ship decommissioned 19 March 1947 and entered the Atlantic Reserve Fleet. Loaned to the Coast Guard in January 1949, she now serves at Boston as a weather ship, designated WHEC–372.

Hummer

A hummingbird.

Hummer (AM–367), an *Admirable*-class minesweeper, was under construction at Puget Sound Bridge and Dredging Co., Seattle, Wash., but was canceled 6 June 1944.

Hummer (AM–401), an *Admirable*-class minesweeper, was under construction by Defoe Shipbuilding Co., Bay City, Mich., but was canceled 11 August 1945.

I

(YMS–372: dp. 215; l. 136'; b. 24'6"; dr. 6'; s. 13 k.; cpl. 50; a. 1 3")

Hummer (YMS–372) was launched as *YMS–372*, 23 December 1943 by Weaver Shipyards, Orange, Tex.; and commissioned 28 March 1944. She was named *Hummer* and reclassified AMS–20 on 17 February 1947.

After shakedown and operational training in early 1945, *Hummer* departed the United States to sweep mines and to patrol between Okinawa and Japan from 29 June to 31 July.

With the cessation of hostilities, the ship swept mines on the coasts of Japan and Korea until 21 February 1946 when she departed for the Western Seaboard.

Hummer decommissioned 23 June and joined the Pacific Reserve Fleet. She recommissioned 3 November 1950 to help support the United Nations commitment to containing aggression in Korea. Her training and readiness activities centered on the West Coast between San Diego and San Francisco until 13 November 1953 when she again decommissioned at Long Beach. Reclassified MSC(O)–20, 17 February 1955, the ship was transferred to the Japanese Maritime Self Defense Force 29 January 1959, serving as *Ninoshima*.

Hummer received three battle stars for her service in World War II.

Humming Bird

One of a family of small, brilliantly colored, nonpasserine birds.

(AMc–26: dp. 180; l. 90'5"; b. 19'10"; dr. 9'; s. 9 k.)

The first *Humming Bird* (AMc–26), a wooden dragger, was built as *Whaling City* in 1936 by Morse Shipyard, Thomaston, Maine; acquired by purchase 30 October 1940 from her owner, William Hayes of New Bedford, Mass.; converted to Navy use at Geo. Lawley & Son, Neponset, Mass., and placed in service 12 June 1941.

Humming Bird operated throughout the war as a minesweeper and minesweeping training vessel, largely in the vicinity of Mine Warfare Training School, Yorktown, Va. She was reclassified Small Boat C–13548, 12 June 1944 and placed out of service at New York 18 February 1945. Delivered to the Maritime Commission, the craft was eventually sold.

II

(MSC–192: dp. 290; l. 144'; b. 28'; dr. 9'; s. 13 k.; cpl. 39; a. 2 20mm.; cl. *Bluebird*)

The second *Humming Bird*, usually spelled *Hummingbird* (MSC–192), was originally classified AMS–192, but reclassified 7 February 1955. She was launched by Quincy Adams Yacht Yard, Inc., Quincy, Mass., 27 January 1954; sponsored by Mrs. Felice Low; and commissioned 9 February 1955, Lt. (j.g.) W. J. Whitley in command.

Following shakedown training off Key West in June, *Hummingbird* underwent minesweeping training at Charleston, S.C., in July. From 21 October to 14 November she took part in her first amphibious exercises, sweeping the landing area and dropping marker buoys to guide the simulated assault on the shores of North Carolina. Arriving New York 8 January 1956, she took part in surveying work for the Hydrographic Office until 15 February, after which *Hummingbird* returned to Charleston.

During 1957 and 1958 the ship was based at Mine Warfare School, Yorktown, Va., and in March 1958 she participated in another large amphibious operation at Onslow, North Carolina. In 1959 she shifted her home port to the amphibious base at Little Creek, Va., and continued to perform minesweeping duties during the periodic practice assaults on the Atlantic coast. She arrived Halifax, Nova Scotia, 6 October 1960 to take part in Sweep Clear V, a NATO minesweeping exercise with Canadian mine craft, returning to Little Creek 26 October. In July 1961

Hummingbird repeated this highly successful combined exercise in Canadian waters.

The year 1962 saw more rigorous mine warfare training for *Hummingbird*, with amphibious operations at Onslow and in the Caribbean. The versatile ship also took part in a search for a downed Air Force plane off Delaware 1 June before departing for Panama City, Fla., to take part in mine experiments. September included a third NATO minesweeping exercise. As American naval power quarantined Cuba in October, *Hummingbird* stood ready in case larger operations were necessary, and in early 1963 took part in patrols off Cuba. From 1963 to 1967 the veteran minesweeper continued her training and readiness operations, a vital part of America's fighting power on the seas.

Humphreys

Joshua Humphreys was born in Haverford, Pa., 17 June 1751, and as a youth was apprenticed to a shipbuilder in Philadelphia. During the Revolutionary War he was active as a designer, and played a major part in planning *Randolph*, a frigate, and a 74-gun ship which was never built. After the war Humphreys became an important shipbuilder in Philadelphia; and, when Congress in 1794 passed the act providing for the construction of six frigates, he was called upon to design them. He was appointed Naval Constructor 28 June 1794 and began work on these important ships, the beginnings of the U.S. Navy. *United States* was built by Humphreys in Philadelphia, and was the first of the new ships to be launched on 10 May 1797. These brilliantly designed and skillfully handled vessels, larger and faster than other ships of their class, formed the core of the Navy during the War of 1812, and scored several stirring victories against powerful British ships. Humphreys' genius is evident by the fact that two of these ships, *Constellation* and *Constitution* (Old Ironsides), are still afloat. The former is at Baltimore and in the process of restoration, and the latter on view at Boston as the oldest commissioned vessel in the U.S. Navy. Humphreys, an influential builder, died at Reading, Pa. 12 January 1838.

(DD–236: dp. 1,190; l. 314'5"; b. 31'8"; dr. 9'3"; s. 35 k.; cpl. 101; a. 4 4", 1 3", 2 .30 cal., 12 21" tt.; cl. *Clemson*)

Humphreys (DD–236) was launched 28 July 1919 by New York Shipbuilding Corp., Camden, N.J.; sponsored by Miss Letitia A. Humphreys, great-granddaughter of Joshua Humphreys; and commissioned at Philadelphia 21 July 1920, Comdr. W. Baggaley in command.

After completing her shakedown training in New England waters, Humphreys sailed 14 August for special duty in the Mediterranean. For the next year she operated primarily in the eastern Mediterranean with Turkish ships, protecting American and Turkish interests in the area during the conflict which followed the Russian revolution. *Humphreys* did surveying work and acted as station and communications ship. In November 1920 she evacuated civilians from the Crimea during the last stages of fighting in Russia, and, until August 1921, operated off Palestine, Turkey, and Egypt on maneuvers. She sailed from Constantinople 6 August 1921, arriving Newport, R.I. 23 August, and spent the rest of the year in training operations.

Humphreys spent the next 2 years on ship and fleet training exercises in Atlantic and Caribbean waters. She sailed 21 January 1925 via the Canal Zone for San Diego, and after her arrival 12 March took part in important fleet maneuvers off the California coast. In June she returned to New York and her regular schedule of training in the Caribbean. *Humphreys* maintained this operational pattern until decommissioning at Philadelphia 10 January 1930, taking part in annual reserve training cruises during the summers 1926–29.

Humphreys recommissioned at Philadelphia 13 June 1932, and sailed 15 August for maneuvers on the West Coast. The ship took part in two fleet problems, vital tools in perfecting equipment and tactics, before sailing 19 April 1934 for New York. Upon her arrival 31 May *Humphreys* resumed her readiness operations on the East Coast, taking part in a fleet exercise off Haiti in October. From the Caribbean the ship returned to San Diego 8 November 1934 and for the next year took part in important carrier training exercises in the Pacific. Acting as screen ship and plane guard, *Humphreys* helped perfect the tactics of carrier warfare which were to exert a decisive influence on the coming war. She remained on the West Coast, with occasional voyages to Pearl Harbor and Midway, until decommissioning at San Diego 14 September 1939.

The veteran ship recommissioned once more 26 September 1939 as the beginning of the war in Europe necessitated an increase in America's readiness. *Humphreys* conducted shakedown off San Diego and sailed 13 November to join the Neutrality Patrol in the Caribbean, designed to protect American shipping. During May and June 1940 the ship took part in a sound school at Newport to increase her antisubmarine capacity, and sailed 4 December from Norfolk for San Diego, where she arrived 2 days before Christmas. There she continued Neutrality Patrol duty and engaged in antisubmarine training off California.

Humphreys was in San Diego when the Japanese attack on Pearl Harbor brought the United States into the war 7 December 1941. During the critical early months she operated as a coastal escort ship between San Pedro and Seattle, but in May she sailed northward to Kodiak, Alaska, arriving 31 May 1942. In the bleak Aleutians she escorted transports, patrolled American-held islands, and engaged in exercises with *Honolulu*, *Indianapolis*, and several destroyers. *Humphreys* arrived San Francisco 11 November and entered Mare Island Navy Yard for conversion to high-speed transport.

The veteran ship was reclassified APD–12 on 1 December 1942; and, following shakedown training, arrived Pearl Harbor 31 December to prepare for duty in the western Pacific. After amphibious training in Hawaiian waters, the ship sailed to Noumea 22 January 1943 and began ferrying troops and supplies from advance bases to Guadalcanal, Tulagi, and Florida Island. During these critical months as the ship repeatedly steamed into the Solomons in support of amphibious assaults, she often fought off bombing and strafing attacks by Japanese aircraft.

After training landings *Humphreys* embarked elements of the 1st Cavalry Division at Noumea and transported them to Townsville, Australia, in preparation for the invasion of Woodlark and Kiriwina Islands. Arriving Townsville 20 May 1943, the ship sailed for Milne Bay 21 June, and from there landed troops and equipment on Woodlark 23 June without enemy opposition. This first landing of the long New Guinea campaign was also the first for Admiral Barbey's 7th Fleet Amphibious Force, and provided invaluable experience for the numerous amphibious operations to come.

Humphreys sailed to Brisbane for repairs during July and August, and returned to Milne Bay 15 August 1943. There she prepared for VII Phib's next move up the coast of New Guinea to Lae. After putting their troops ashore early 4 September, the high-speed transports remained off the beach to protect landing craft from Japanese air attack. The Australian troops landed by *Humphreys* and the other ships soon took Lae, and the ship departed 7 September with casualties for Buna. On the 10th she returned with three other transports for a night sweep of Huon Gulf, driving away supply barges and bombarding Japanese positions around Lae.

Next on Barbey's amphibious timetable in New Guinea was Finschhafen, where *Humphreys* and her sisterships carried out a surprise landing 22 September. After bringing reinforcements 8 days later, the ship took casualties to Buna 8 October and arrived Goodenough Island 19 October for amphibious exercises.

Seizure of New Britain was vital to the advance toward the Philippines as it provided control of the strategic Vitiaz and Dampier Straits. The first step of the opera-

tion was to gain control of the harbor at Arawe. *Humphreys* sailed with other amphibious units for southern New Britain, arriving 15 December; put ashore raider units in rubber boats to seize harbor islands; then stood offshore to provide gunfire support before retiring to Buna that afternoon.

Humphreys also took part in the Cape Gloucester landings 26 December, remaining in the Cape Sudest area into February 1944. She then sailed for the landings in the Admiralties 27 February, arriving off Los Negros 2 days later. *Humphreys* landed troops at Hyane; steamed to Cape Sudest; and, when resistance stiffened in early March, returned off Hyane with vital reinforcements.

In April the ship began preparations for the three-pronged amphibious leap into central New Guinea, the Hollandia operation. *Humphreys* landed troops at Humboldt Bay 22 April against light opposition, and remained off the beaches providing gunfire support. Following the assault, she returned to Buna and sailed 12 May for the United States.

The veteran ship arrived San Francisco 30 May, and was converted to carry "frogmen," the Navy's skilled Underwater Demolition Teams. Sailing again 30 July, *Humphreys* trained in Hawaiian waters before sailing to Manus 28 September to join the giant invasion fleet for the return to the Philippines. Sailing 12 October, she carried UDT Team No. 5 to the Leyte beaches 18 October, remaining close in to provide fire support during this vital reconnaissance. Next day she patrolled Leyte Gulf for enemy submarines, and continued this work during the main landings 20 October 1944. The veteran ship assisted in shooting down a bomber 21 October before sailing in convoy for Manus.

The invasion of Luzon was next on *Humphreys'* schedule. After stopping at Noumea and Hollandia, she sortied from the Palaus 1 January 1945 with the Lingayen invasion group. Steaming through the Philippines the ships encountered desperate suicide attacks and shot down many planes. These attacks became more intense as *Humphreys* entered Lingayen Gulf 6 January; and next day as her UDT team swam ashore for vital reconnaissance work, the ship provided gunfire cover. She remained in the Gulf until sailing with a convoy 10 January, 1 day after the main landings.

The ship arrived Ulithi 23 January 1945 and took on a new duty, screening logistics groups during at-sea replenishment and refueling of the wide-ranging carrier striking forces. She screened refueling operations for 5th Fleet escort carriers covering the Iwo landings, then steamed on to Iwo Jima itself 8 March 1945. There *Humphreys* acted as screening ship until arriving Leyte with a convoy 17 March.

As an important preliminary to the main landings on Okinawa, *Humphreys* took part in the assault of Keise Shima 31 March, screening LST's and performing escort duties until 3 April when she sailed for Ulithi. This last and largest of Pacific landings was then well underway, and the ship escorted resupply convoys from Ulithi to bitterly contested Okinawa until returning to Pearl Harbor 4 June 1945. From there she sailed to San Diego where she was reclassified DD–236 on 20 July 1945. *Humphreys* decommissioned 26 October 1945 and was sold for scrap 26 August 1946 to National Metal & Steel Corp., Terminal Island, Calif.

Humphreys received seven battle stars for World War II service.

Hunch

A former name retained.

(SP–1197: l. 35'2"; b. 6'3"; dr. 2'6"; s. 20 k.)

Hunch, a motor launch, was built by Charles Seabury & Sons, Morris Heights, N.Y., in 1907, and was acquired from her owner, R. A. Alger of Detroit, Mich., in August 1917. Her first C.O. was Ensign P. L. Emerson, USNRF.

Assigned to the 9th, 10th, and 11th Naval Districts, *Hunch* acted as a patrol boat on the Detroit River during the First World War and was returned to her owner in 1918.

Hunchback

A former name retained.

(SwStr: t. 517; l. 179'; b. 29'; dph. 10'; s. 12 k.; a. 3 9", 1 100-pdr. Parrott r.)

Hunchback, a wooden steam ferryboat, was built in 1852 at New York City and was purchased by the Navy 16 December 1861. She sailed to Hampton Roads soon afterward and commissioned there 3 January 1862, Acting Lt. Edmund R. Colhoun in command.

Assigned to the North Atlantic Blockading Squadron, *Hunchback* steamed to Hatteras Inlet late in January to prepare for the coming amphibious operation to capture Roanoke Island. Departing 5 February, the strong force began its bombardment of Fort Barrow two days later, supported the capture of the forts by General Burnside's troops, and forced the Confederate squadron to withdraw up the Pasquotank. In this action *Hunchback* slugged it out with Fort Barrow at close range and suffered considerable damage, but contributed greatly to the victory which opened North Carolina to the Union and cut off Norfolk from its supply lines.

Hunchback, continuing to support Army operations in the area, landed troops up the Chowan River 18 February. She was under the command of Comdr. Rowan during the capture of New Bern, N.C., 14 March. Departing anchorage at Hatteras Inlet 12 March, the naval force sailed up the Neuse River to New Bern, engaged the batteries in heavy firing 14 March, and landed troops to capture the town and its immense depot of Confederate supplies.

Following these two important actions, *Hunchback* was assigned patrol duty in the sounds of North Carolina. She made an important series of reconnaissance expeditions up the Chowan River 12 to 22 May, destroying a battery and capturing four small ships. The ship then continued her patrol of the sounds. As Confederate forces gathered near Franklin, Va., on the Blackwater River, early in October, the Army commander sent an urgent request for Navy assistance. Lt. Comdr. Flusser sped to their support with *Hunchback*, *Commodore Perry*, and *Whitehead* 3 October, and, although the ships could not reach Franklin, they engaged Confederate troops for three hours below the town, and were forced to withdraw only as the Southerners began felling trees over the narrow river behind them.

Several expeditions and engagements occurred in *Hunchback*'s next few months in the sounds. She took part in a reconnaissance expedition to Hamilton 2 to 6 November, and 14 March 1863 helped defend Fort Anderson from attack by Confederate troops. Later that month Confederate forces laid siege to the city of Washington, N.C., on the Pamlico River. Confederate positions lined the river; but Union ships passed the batteries, brought supplies to the town, and succeeded in breaking up the attack by 16 April.

Hunchback returned to New Bern before the end of the siege, and remained there for some time afterward. She sailed 6 September 1863 for Hampton Roads, her usefulness much impaired by damage and wear on machinery. Early in 1864 she repaired at Baltimore, and returned to Hampton Roads in May. She towed monitor *Saugus* up the James River 5 May, staying to shell Confederate troop positions in the continuing stalemate there. It was subsequently decided to keep her in the James, and she was occupied during the next months convoying and occasionally shelling Confederate positions. *Hunchback* also carried dispatches during this period, and was based at Deep Bottom, on the James.

Just before the end of the war 17 March 1865, *Hunchback* returned to her old patrol station, the sounds of North Carolina. After another expedition up the Chowan River 1 April, she was sent north, and decommissioned at New York 12 June 1865. She was sold 12 July 1865 to the

New York & Brooklyn Ferry Co., was renamed *General Grant* in 1866, and remained in service until 1880.

Hunley

Horace Lawson Hunley was born 29 December 1823, in Sumner County, Tenn. He early moved to New Orleans where he practiced law and represented Orleans Parish in the Louisiana State Legislature. On outbreak of the Civil War, he joined James R. McClintock and Baxter Watson in sponsoring the building of Confederate privateer submarine *Pioneer*, later scuttled to prevent capture when New Orleans fell. The three men built a second submarine at Mobile, Ala., but it sank in Mobile Bay. Hunley then provided the entire means for building a third submarine named *H. L. Hunley* in his honor. This manual powered submarine had successful trials in Mobile Bay, then was shipped to General Beauregard for the defense of Charleston in August 1863.

When early submarine operations at Charleston failed to produce a sinking, Hunley provided a crew headed by Lt. Georgé A. Dixon, CSA. But Hunley took charge in the absence of Dixon 15 October 1863, and perished with his entire crew of seven when the submarine failed to surface from a dive under CSS *Indian Chief*.

Dixon raised and refitted CSS *H. L. Hunley*, armed her with a "Lee Spar Torpedo" and sank steam sloop-of-war *Housatonic* off Charleston Harbor 17 February 1864. Though submarine and crew perished in this mission, *H. L. Hunley* was the first submarine to sink a warship in combat, casting a long shadow into the 20th century.

(AS–31: dp. 19,000; l. 599'; b. 83'; dr. 23'4"; s. 18 k.; cpl. 1,190; a. 2 5"; cl. *Hunley*)

Hunley (AS–31) was launched 28 September 1961 by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; sponsored by Mrs. J. Palmer Gaillard, wife of the Mayor of Charleston, S.C.; and commissioned 16 June 1962, Captain Douglas N. Syverson, in command.

Hunley has the distinction of being the first ship designed and built up from the keel to service and maintain the U.S. Navy's nuclear powered Ballistic Missile Submarine Fleet. She has complete facilities for servicing the complex Polaris Weapons Systems and for accomplishing any submarine repair other than a major shipyard overhaul.

Hunley sailed 25 July 1962 for shakedown training off Cuba. This completed 6 September, she visited several Gulf and Atlantic ports, including Mobile and Charleston. She returned north to Norfolk 28 September for postshakedown alterations until 8 December. She next paid a 3-day visit to New York City to host the Naval Reserve Officers Seminar "New Ships for the Modern Navy." She stood out of the Norfolk Operating Base 29 December 1962 for Holy Loch, Scotland, arriving 9 January 1963. Almost immediately she began taking the load off *Proteus*, whom she officially relieved 15 March 1963 as tender to Submarine Squadron 14 at Holy Loch, Scotland. This duty continued until 12 April 1964 when *Hunley* sailed for conversion that provided capability of handling the new A3 Polaris Missile. She resumed her duties at Holy Loch 15 June 1964.

A Polaris milestone was reached in December 1965 when *Thomas A. Edison* came alongside to commence the 100th refit of an SSBN by *Hunley*. This signified that one hundred SSBN submarines had gone out on time from *Hunley* and not one of them had to make an early return from patrol. This represents some 200 months of Polaris on station or 16½ years of submerged strategic deterrent since *Hunley*'s arrival in Holy Loch 9 January 1963.

Among impressive jobs carried out by *Hunley* is welding on SSBN pressure hulls or reactor plant fluid systems. Once unheard of in submarine tending, these jobs are only a few of many tackled with confidence and skill by *Hunley*. These and many other alterations are carried out as a matter of routine to keep SSBN's on the line with the newest possible technical improvements and safety devices. For example, an auxiliary "Sub-Safe" package was accomplished on *Theodore Roosevelt* in which over 40 fittings and more than 100 feet of new piping in a major system were installed. A battery replacement for *Ethan Allen* was completed in only 11 days. *Hunley* meets demands from making water-borne propeller replacements to encapsulation of AC induction motors; delicate repairs to navigation and fire control, and many other varied tasks to insure that each SSBN has the finest of care on each refit. The resolution, can-do spirit, and persevering fidelity of her officers and men give firm allegiance to *Hunley*'s motto: "We Serve to Preserve Peace."

Hunley returned to the United States late in 1966 and in 1967 operates out of Charleston, S.C., laboring to keep sharp the edge of the Navy's underwater nuclear deterrent.

Hunt

William Henry Hunt, born in Charleston, S.C., 12 June 1823, was Secretary of the Navy under President Garfield. After studying law at Yale, he finished his professional training in his brothers' office in New Orleans, where he was admitted to the bar in 1844. Hunt opposed secession and favored the Union cause. He was nevertheless drafted into the Confederate Army and commissioned Lieutenant Colonel. However, he managed to avoid involvement in military operations until Admiral Farragut captured New Orleans.

In March 1876, Hunt was appointed Attorney-General of Louisiana, and in July of that year he was the Republican candidate for this office. Both parties claimed victory in the election, but Hunt lost the position when President Hayes recognized the Democratic government of the State. As compensation, the President appointed him Associate Judge of the United States Court of Claims, 15 May 1878. He served in this capacity until he became President Garfield's Secretary of the Navy.

Secretary Hunt rendered invaluable service by reporting that the Navy, grossly neglected after the Civil War, was no longer able to protect Americans abroad. He appointed the first Naval Advisory Board which undertook the work of rebuilding the Navy, emasculated by public apathy and lock of funds. After Vice President Arthur succeeded Garfield in the presidency, he retired Hunt from the cabinet by appointing him Minister to Russia 7 April 1882. He died February 1884, while representing the United States at Saint Petersburg.

I

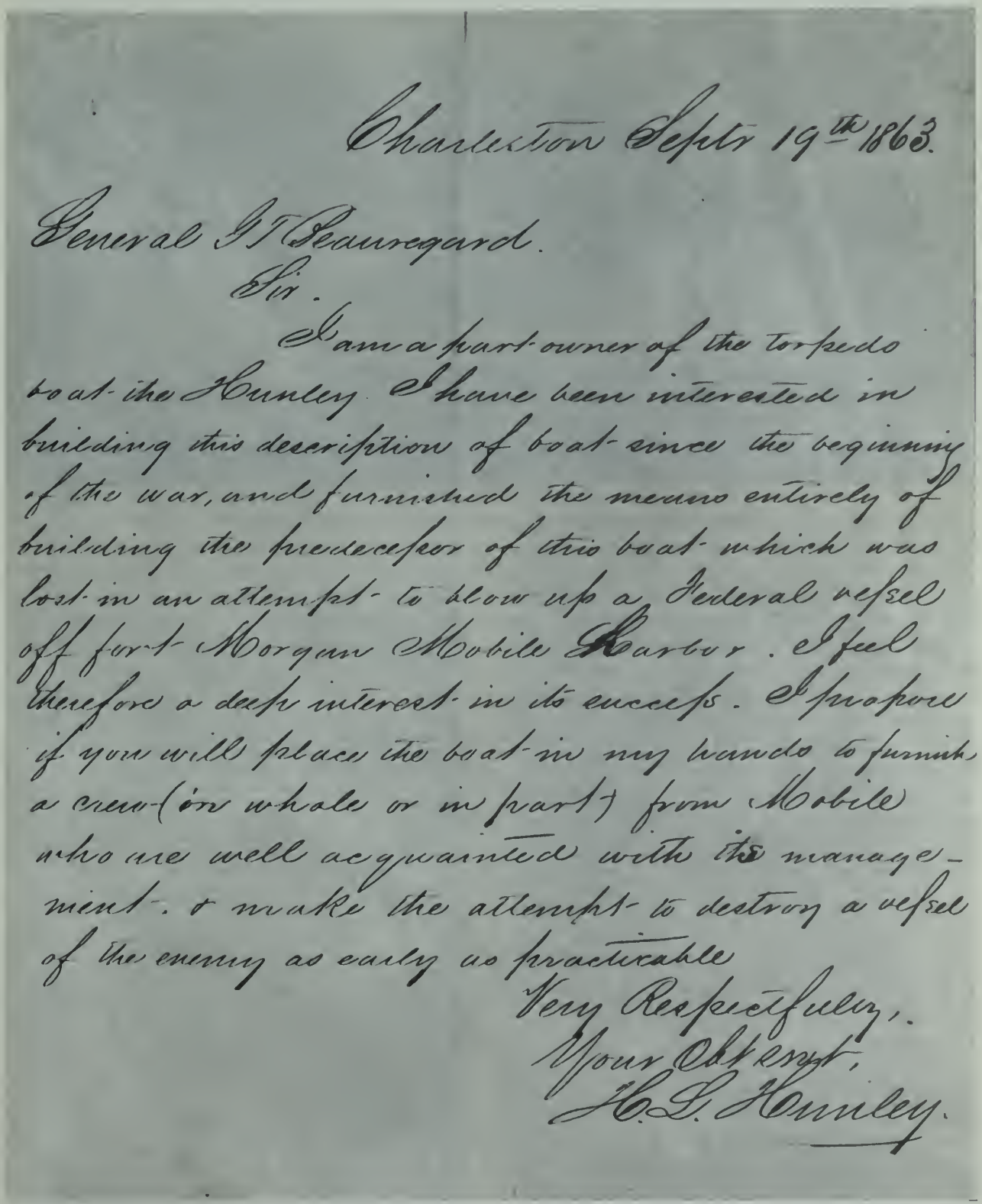
(DD–194: dp. 1,215; l. 314'5"; b. 31'9"; dr. 9'4"; s. 35 k.; cpl. 101; a. 4 4", 1 3", 12 21" tt.; cl. *Clemson*)

The first *Hunt* (DD–194) was launched by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va., 14 February 1920; sponsored by Miss Virginia Livingston Hunt; and commissioned 30 September 1920, Lt. Roswell H. Blair in command.

After shakedown, *Hunt* participated in training and readiness exercises with the Atlantic Fleet and conducted torpedo trials on the range out of Newport, R.I. She shifted her base of operations to Charleston, S.C., 3 December 1920. Sailing from Charleston Harbor 29 May 1922, she entered the Philadelphia Navy Yard 6 June and decommissioned there 11 August 1922. From 13 September 1930 to 28 May 1934 the U.S. Coast Guard had custody of the ship.

Hunt recommissioned at Philadelphia and cleared that port 26 January 1940 for neutrality patrol in the Caribbean Sea. She departed Panama Canal 3 April to escort submarine *Searaven* to Cape Canaveral and then engaged in gunnery practice in Cuban waters en route to Norfolk arriving 17 April 1940. The next few months were devoted to maneuvers in Chesapeake Bay and training cruises down the eastern seaboard.

Hunt was 1 of the 50 "overage fourstacker destroyers" exchanged with the British for American bases in British



Charleston Septr 19th 1863.

General G T Beauregard.

Sir.

I am a part owner of the torpedo boat the Hunley. I have been interested in building this description of boat since the beginning of the war, and furnished the means entirely of building the predecessor of this boat which was lost in an attempt to blow up a Federal vessel off fort Morgan Mobile Harbor. I feel therefore a deep interest in its success. I propose if you will place the boat in my hands to furnish a crew (in whole or in part) from Mobile who are well acquainted with its management, & make the attempt to destroy a vessel of the enemy as early as practicable

Very Respectfully,
Your Obt Servt.
H. L. Hunley.

Inventor H. L. Hunley's proposal to use his submarine to attack a Union Ship

USS *Hunley* (AS–31) in Holy Loch, Scotland, 17 January 1963

West Indies. She got underway from Newport 3 October 1940, and reached Halifax, Nova Scotia 5 October. The following day she embarked 100 English officers and bluejackets for instructions in ship handling. On 8 October she decommissioned from the U.S. Navy and commissioned in the British Navy as HMS *Broadway*.

Broadway arrived at Belfast 24 October 1940, where she joined the 11th Escort Group, Western Approaches Command, with whom she engaged in escorting numerous convoys. On 9 May, with the help of destroyer *Bulldog* and corvette *Aubrietia*, she captured German submarine *U–110* between Iceland and Greenland. On the previous night, the U-boat had crept in to attack *Broadway*'s convoy but was prevented from surfacing by the strong destroyer escort. She continued to shadow the Allied ships until early in the afternoon watch when she launched three torpedoes from periscope depth. *Broadway* and her fellow escorts promptly counterattacked and forced her to surface where she surrendered. Unfortunately the prize sank while in tow to port but only after her captors had recovered documents of great value and importance. This victory was especially sweet since *U–110* was commanded by Korvetten-Kapitan Lemp who had made the first kill of the war by sinking liner *Athenia* 3 September 1939, the day England declared war. Lemp was lost with 14 members of his crew, but a war correspondent, 4 officers and 28 men were rescued.

During 1942 and 1943 *Broadway* continued to escort Atlantic convoys. On 12 May 1943 she joined frigate *Lagan* and aircraft from escort carrier *Biter* in destroying another German submarine, *U–89*, which was sunk northeast of the Azores.

After refitting at Belfast in September 1943, *Broadway* became a target ship for aircraft and served as such at Rosyth in Scotland until the war ended in Europe. In May 1945 she left Rosyth for Northern Norway with one of the occupation forces. At Narvik, Norway, she took charge of a convoy of German submarines which was sailing for Trondheim. In the reduction of the British Navy after the war, *Hunt* was scrapped.

II

(DD–674: dp. 2,100; l. 376′3″; b. 39′8″; dr. 13′; s. over 30 k.; cpl. 273; a. 5 5″, 10 21″ tt., 6 dcp.; 2 dct.; cl. *Fletcher*)

Hunt (DD–674) was launched by the Federal Shipbuilding & Drydock Co., Kearny, N.J., 1 August 1943; sponsored by Mrs. Henry Kent Hewitt, wife of Vice Admiral Hewitt and granddaughter of the namesake; and commissioned 22 September 1943, Comdr. Frank P. Mitchell in command.

After shakedown off Bermuda and final alterations in New York Navy Yard, *Hunt* cleared Norfolk for the Pacific 2 December 1943. She entered Pearl Harbor 24 December 1943 and joined Vice Adm. Marc A. Mitscher's Fast Carrier Task Force 58 operating as a part of the antisubmarine screen for a task group which included *Essex* (CV–9), *Intrepid* (CV–11), and *Cabot* (CV–25). She sortied with the carrier task force 16 January 1944 to support the invasion of the Marshall Islands, the operation which, in the words of Rear Adm. Richard L. Conolly, ". . . really cracked the Japanese shell. It broke the crust of their defenses on a scale that could be exploited at once." At dawn 29 January, Mitscher's planes opened the operation with strikes against enemy-held airfields on Roi Island, Kwajalein Atoll, while *Hunt* protected the carriers from which they were launched. The next day she joined battleships *North Carolina* (BB–55), *South Dakota* (BB–52) and *Alabama* (BB–60) in shelling pill boxes and other targets on the northern beaches of Roi and Namur Islands. After 2 days on bombardment station she rejoined the screen of the carriers who were furnishing planes to support landing operations on the small islands adjoining Roi and Namur. She entered newly won Majuro Lagoon in company with *Essex* 5 February 1944 for replenishment.

On 12 February *Hunt* sailed with most of the Fast Carrier Force for Truk Atoll to neutralize that reputedly impregnable enemy air and naval base which threatened both General MacArthur's forces then encircling Rabaul and Rear Adm. H. W. Hill's amphibious vessels prepar-

ing to assault Eniwetok. In the early morning darkness of 17 February, *Hunt* arrived off Truk with the rest of the force which began the systematic destruction of the Japanese ships and planes caught in the area. A group of heavies—two battleships, two heavy cruisers, and four destroyers—circled the atoll to catch enemy ships attempting to escape, while carrier-based planes attacked targets on the islands and in the Lagoon. *Hunt*'s role in the operation was to protect Admiral A. E. Montgomery's carrier group from submarine or air attack. When her task force steamed away the following evening, its planes and ships had sunk two light cruisers, 4 destroyers, 3 auxiliary cruisers, 6 auxiliaries of different types, and 137,091 tons of merchant shipping. Moreover, the destruction and damaging of between 250 and 275 enemy planes was especially gratifying to the Navy which, by this successful raid, had forced the Japanese Combined Fleet to shun Truk, its base since July 1942, in favor of safer areas closer to home.

After clearing Truk, *Hunt*, in company with carrier *Enterprise* (CV–6), cruiser *San Diego* (CL–53), and five other destroyers, left the main body of the task force to raid "leapfrogged" Jaluit Atoll, Marshall Islands, 20 February 1944. The next day she anchored in Majuro Lagoon from which, after a brief visit to Pearl Harbor, she put to sea as a part of the screen of the *Bunker Hill* carrier task group bound for the Palau Islands 22 March. She steamed on station as the first air strikes at Peleliu were launched 30 March. Intense and accurate antiaircraft fire from *Hunt* and her sister ships drove off three flight groups of Japanese torpedo bombers as strikes continued during the next 3 days. On 1 April she left the formation with destroyer *Hickox* (DD–673) to destroy two 125-foot patrol craft which had been firing on American planes.

She returned to Majuro on 6 April for replenishment, then set course with the *Bunker Hill* carrier task group to lend support to the invasion and occupation of Hollandia, D.N.G. Planes from the carriers repeatedly struck enemy emplacements in the area, and night fighters successfully repelled all enemy planes which approached the warships. On the passage returning to Majuro *Hunt*'s carriers paused off Truk 29 and 30 April for another raid on that weakened but reinforced enemy base. Thereafter Truk was almost useless to the Japanese.

May was a welcome interlude devoted to training exercises in the Marshalls enlivened by a diversionary raid on Wake Island 24 May to draw attention away from the Marianas. *Hunt* put to sea with the *Bunker Hill* carrier task group 6 June for the invasion of the Marianas. The first air strikes of the operation against the Island Group were launched on 11 June and continued until 15 June when the marines hit the beaches, and attention shifted to providing close support for troops ashore. On that day, Admiral Spruance received a warning from submarine *Flying Fish* that an enemy carrier force was approaching from San Bernardino Strait. In the early hours of 19 June it arrived within striking distance of the fast carrier force which guarded the amphibious forces off Saipan. The Battle of the Philippine Sea began in a series of dogfights over Guam, where American planes were neutralizing Japanese land-based air forces. About an hour and a half later, the major phase of the battle, nicknamed "The Marianas Turkey Shoot", opened when the American flattops launched their fighters to intercept the first of four raids from the Japanese carriers. During the ensuing 8 hours of fierce, continuous fighting in the air, Japan lost 346 planes and 2 carriers while only 30 U.S. planes splashed and 1 American battleship suffered a bomb hit but was not put out of action. *Hunt* then steamed westward with the carriers in pursuit of the fleeing remnants of the enemy fleet. The following afternoon planes from the carriers caught up with their quarry and accounted for carrier *Hiyo* and two oilers while damaging several other Japanese ships. This carrier battle, the greatest of the war, virtually wiped out the emperor's naval air power which would be sorely missed in the impending battle for Leyte Gulf.

The next evening the task force gave up the chase and set course for Saipan. On the return passage, *Hunt* rescued four pilots and seven crewmen from planes which had been unable to land on their carriers. Once back in the Marianas, *Hunt* and her sister ships resumed the task of supporting the American forces which were taking Saipan, Tinian, and Guam. They continued this duty until fighting in these islands ended early in August.

After voyage repairs at Pearl Harbor, she departed 30 August as part of the screen for Admiral Halsey's flagship, *New Jersey*. *Hunt* joined the *Bunker Hill* Carrier Group off the Admiralty Islands 6 September for operations south of the Palau Islands. On 11 September she carried Admiral Halsey from *New Jersey* to carrier *Lexington* for a conference and returned him to his flagship. In the following days she guarded the carriers which were repeatedly raiding the Palaus to soften them up for the invasion. When marines landed on Peleliu 15 September, planes from these carriers supported the efforts on shore until the determined leathernecks finally stamped out the last organized resistance of the dogged Japanese defenders. *Hunt* entered Kossol Passage 30 September to embark Admiral Halsey and his staff for passage to Peleliu. *Hull* put him ashore that afternoon and steamed off shore as stand-by flagship until the following afternoon when he again came on board to be returned to Kossol Passage.

On 6 October, she cleared port with the *Bunker Hill* carrier task group for air strikes against Okinawa Jima. *Hunt* rescued a pilot and two crewmen of a splashed *Bunker Hill* plane 10 October. She repeated this feat 2 days later when she saved a pilot and two crewmen whose plane had been downed during an attack on Formosan airbases.

Hunt accompanied the carriers off Northern Luzon during the landings on Leyte 20 October while they struck again and again at Japanese airfields throughout the Philippines to eliminate enemy airpower during General MacArthur's long-awaited return. During the decisive Battle for Leyte Gulf they went after the Japanese northern force and sank four carriers and a destroyer besides damaging several other ships.

For the rest of the year, *Hunt* continued to serve as a screening unit for the carrier strikes against Formosa and Japanese-held areas in the Philippines. On 16 February 1945, her fast carrier task force hit hard at the Tokyo Bay area in a furious 2-day attack. Then the flattops turned their attention to support the landings on Iwo Jima which began 19 February. That day her guns brought down an enemy plane as they repelled the first of the air raids against American ships off that bitterly-contested island. *Hunt* sailed from Iwo Jima 22 February for waters off Honshu, Japan and another swipe at Tokyo Bay, 25 February. On the way to Ulithi the carriers paused to strike Okinawa 1 March.

Hunt departed Ulithi 14 March for rendezvous with carrier *Franklin* (CV–13) off the Ryukyu Islands 18 March. The next day *Franklin* maneuvered closer to the Japanese mainland than had any other U.S. carrier up to that point in the war to launch a fighter sweep against Honshu and later a strike against shipping in Kobe Harbor. Suddenly a single enemy plane broke through the cloud cover and made a low level run to drop two semi-armor-piercing bombs on the gallant ship. The carrier burned furiously as the flames triggered ammunition, bombs, and rockets. *Hunt* closed the stricken ship to assist in picking up survivors blown overboard by the explosions. After rescuing 429 survivors, she joined three other destroyers in a clockwise patrol around the stricken ship which had gone dead in the water within 50 miles of the Japanese Coast. Cruiser *Pittsburgh* (CA–72) took the ship in tow and, after an epic struggle, managed to get her to Ulithi 24 March. *Hunt* put the survivors ashore and sped to the Ryukyus 5 April to support troops who were struggling to take Okinawa.

Hunt took up radar picket station off Okinawa 8 April. On 14 April a kamikaze roared in toward *Hunt* and was riddled by her guns during the approach. It struck the destroyer at deck level shearing off the mainmast and

slicing into the forward stack where it left its starboard wing. The fuselage of the suicide plane splashed into the water about 25 yards from *Hunt* whose crew quickly doused the small fires which had broken out on board. A second kamikaze which approached *Hunt* that day was knocked down by her alert gunners before it could reach the ship.

Hunt continued to guard the carriers as they gave direct support to troops on Okinawa, taking time out on 4 separate days for radar picket duty in dangerous waters. When she departed Ryukyus 30 May for tender overhaul in Leyte Gulf, her crew had been to general quarters 54 times.

Hunt sailed for the United States 19 June 1945, arrived in San Francisco for overhaul 6 July, and decommissioned 15 December 1945 at San Diego.

Hunt recommissioned at San Diego 31 October 1951, Comdr. Lynn F. Barry in command. After refresher training in local areas, she departed 14 February for Newport where she arrived 3 March 1952. She cruised from that port for the next 2½ years conducting antisubmarine and plane guard duty. She departed Newport 1 June 1954 for Yokosuka where she arrived 7 July and was underway again 16 July for task force maneuvers off the Philippine Islands. On 21 October she cleared Sasebo, Japan, on the second leg of a world cruise which took her to Hong Kong, Singapore, the Suez Canal, and Naples which she reached 20 November 1954. She passed through the strait of Gibraltar 12 December 1954 and arrived back in Newport 18 December.

The next 2 years were filled with intensive antisubmarine warfare and convoy exercises. *Hunt* departed Newport 6 November for patrol in the Eastern Mediterranean during the Suez Crisis and the Hungarian Revolution. She returned to Newport 27 February 1957 where more antisubmarine warfare and convoy exercises awaited. She embarked midshipmen at Annapolis for a training cruise which included the International Naval review in Hampton Roads on 12 June, and a visit to Rio de Janeiro, Brazil. She departed Newport for Belfast, Northern Ireland 3 September to participate in Operation "Seaspray", maneuvers with the combined forces of NATO. From 22 October 1957 through 1 August 1958 *Hunt* operated out of Newport. On the latter date while on a cruise to the Caribbean she sped from San Juan, Puerto Rico to join attack carrier *Saratoga* (CVA–60) in the Mediterranean to augment the 6th Fleet during the Near Eastern crisis which had necessitated the landing of marines in Beirut, Lebanon to check aggression. She reached that port 28 August and 3 days later was underway for the Red Sea. She completed transit of the Suez Canal 11 September for Massawa, Ethiopia, and after calling at Aden, Arabia, set course 14 October for the Mediterranean and maneuvers with the 6th Fleet en route home to Newport, arriving 13 November.

Hunt operated out of Newport with occasional cruises in the Caribbean conducting exercises in antisubmarine warfare and battle practice. She won the Battle Efficiency Award for the fiscal year 1957 to 1958 and repeated the feat for the 1958 to 1959 period. She decommissioned 30 December 1963 and was berthed in the Atlantic Reserve Fleet at Philadelphia, Pa., where she remains.

Hunt, Colonel Henry J., see *Bastion* (ACM–6)

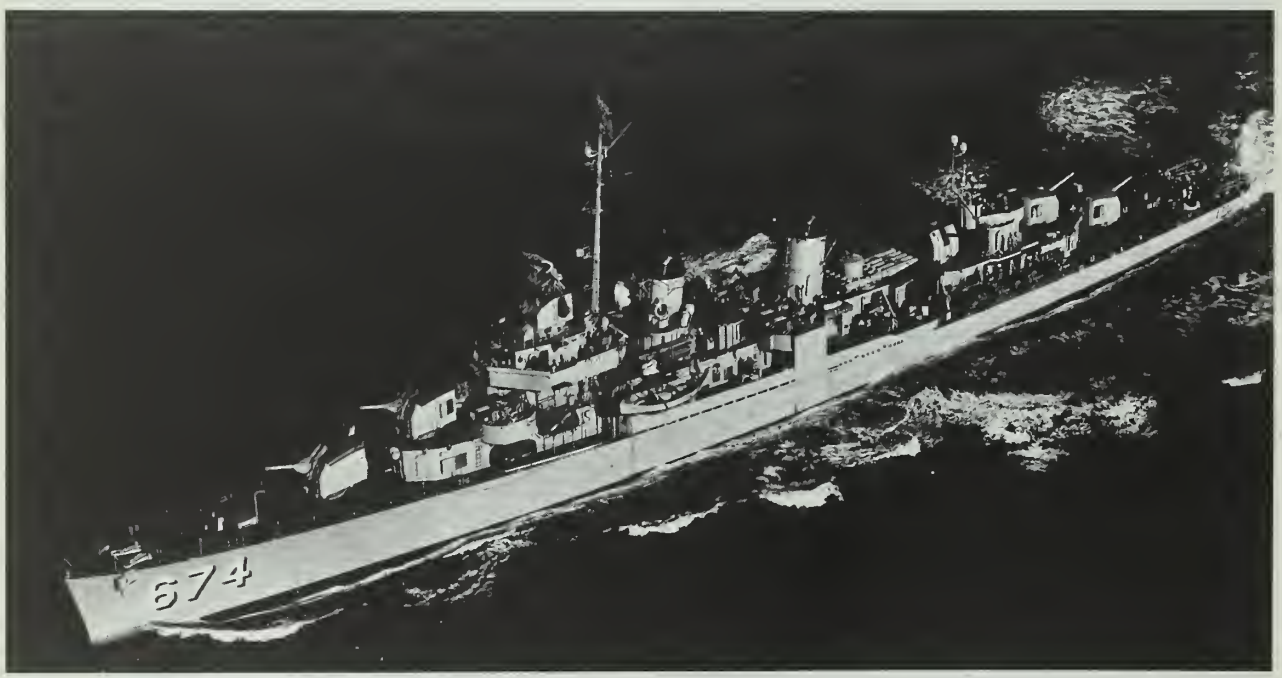
Hunt, S. B., see *Flambeau* (IX–192)

Hunter

A British name retained.

(Brig: t. 180; a. 10 guns)

Hunter, a brig, was built in 1806 as *General Hunter* for the Canadian Provincial Marine at Malden, Canada. She was part of Commodore Barclay's squadron on Lake Erie and was captured along with five other ships in the famous Battle of Lake Erie 10 September 1813. Commodore Oliver Hazard Perry had built his fleet literally from nothing, had forced his enemy to do battle, and courageously carried through to an important victory. *Hunter* was one of the ships spoken of in Perry's immortal dispatch to Gen. William Henry Harrison: "We have met the enemy and they are ours—two ships, two brigs, one schooner and one sloop." The victory secured the Lake region for the United States and ended the threat of in-



USS *Hunt* (DD–674) during 1959

vasion from that quarter. *Hunter* served on the Lake for the remainder of the war and was then sold.

Block Island (ACV–8) (*q.v.*) was renamed *Hunter* by the British upon transfer under Lend-Lease in 1943.

Hunter Liggett

An Army name retained.

(AP–27: dp. 21,900 limiting; l. 535′; b. 72′; dr. 31′3″; s. 15; cpl. 824; a. 4 3″)

Hunter Liggett (AP–27) was built as S.S. *Pan America* in 1922 by Bethlehem Shipbuilding Corp., Sparrows Point, Md., and after sailing for many years as a passenger ship was transferred to the Army and renamed *Hunter Liggett* in February 1939. The transport operated from New York to San Francisco and from the West Coast to Hawaii until 27 May 1941, when she was turned over to the Navy. Converted to Navy use at Brooklyn Navy Yard, she commissioned as AP–27 9 June 1941, Captain L. W. Perkins, USCG, commanding. She was reclassed APA–14 1 February 1943.

Hunter Liggett and her Coast Guard crew were ordered to the Pacific in April 1942. Departing New York 9 April, the ship stopped at the Canal Zone and Tongatabu before arriving Wellington, New Zealand, 28 May. The transport was scheduled to take part in America's first offensive operation in the Pacific, the occupation of Guadalcanal, and after amphibious training and a rehearsal landing in the Koro Islands she sailed with other ships 31 July for the Solomons.

Hunter Liggett arrived off Guadalcanal the night of 6 August. In this assault, America's first amphibious operation since 1898, the ship was assigned to a later wave, but sent her boats to aid in the initial landings, 7 August. Air attacks began on the day after the landing, sinking fellow transport *George F. Elliott*. *Hunter Liggett*'s gunners shot down several of the attackers as she remained off the beaches. Early on the morning of 9 August, men in the transport area could see the flashes of light from an engagement off Savo Island. As the Japanese attempted to reinforce their Solomons garrison and destroy the transports they surprised an American Task Force and inflicted heavy losses. *Hunter Liggett* and the other vulnerable transports got underway, but soon returned to the transport area. After noon 9 August, they began the grim job of rescuing survivors from the sunken cruisers *Vincennes*, *Astoria*, and *Quincy*. That afternoon the transport sailed with the wounded, in company with the damaged *Chicago*, to Noumea, where she arrived 2 days later. With the Guadalcanal campaign began the refinement of amphibious techniques which was to pay off so handsomely as the war progressed.

The transport spent the next month at Noumea and on local amphibious training operations. After a period of repair at Wellington she sailed 22 October for Efate, New Hebrides, loaded marines, and returned to bitterly-contested Guadalcanal 4 November. As she off-loaded near Lunga Point, Japanese shore batteries and air attacks made every moment a potentially fatal one. As the "Tokyo Express" was due that night, *Hunter Liggett* and the other transports retired in the evening, only to return next day to finish landing operations.

For most of the next year, *Hunter Liggett* remained on this hazardous duty, the support of Guadalcanal. She made numerous trips to the island bringing troops from Noumea and New Zealand, carried equipment, and transported wounded marines and Japanese prisoners from the embattled island. Constantly threatened from the air and by submarines, she continued this vital job until arriving 22 October 1943, when she anchored at Efate, New Hebrides.

At Efate, *Hunter Liggett* took part in training operations for another important amphibious operation, the invasion of Bougainville. As American strength grew and the Gilberts operation got underway to the east, the task force sailed 28 October for Empress Augusta Bay, Bougainville. Arriving early 1 November the transports unloaded with startling efficiency during air attacks from Rabaul. *Hunter Liggett* remained in the area that night and once more witnessed from afar the Japanese attempt to break up the landing. This time, in the night action of Empress Augusta Bay, the Japanese were roundly defeated by Rear Admiral Merrill's task force. *Hunter Liggett* departed that day for Tulagi and after another passage to Bougainville to support the amphibious toehold there 11 November sailed for Espiritu Santo 18 November.

Loading wounded at Espiritu Santo, *Hunter Liggett* proceeded to Pago Pago for more casualties and sailed for San Francisco, arriving 9 December. For several months the transport underwent major repairs. Then, 3 April 1944, she steamed to San Diego to begin a new career as an amphibious training ship. For the next 8 months she imparted the lessons learned in the Solomons campaign to those who would carry out some of the largest and best executed assaults in our history—Leyte, Iwo Jima, Okinawa, and others.

Hunter Liggett joined the "Magic-Carpet" fleet 10 December 1945 to return to American servicemen from the Pacific. She made voyages to Ulithi, Guam, Pearl Harbor, and the Palaus before reporting to Olympia, Washington, for return to the Army 9 March 1946. She decommissioned 18 March, and was later sold to Boston Metals Co., 30 January 1948, and scrapped.

Hunter Liggett received four battle stars for World War II service.

Hunter Marshall

Hunter Marshall III was born in Charlotte, N.C., 6 October 1917 and enlisted in the Naval Reserve 12 July 1941. Called to active duty in September, Marshall was appointed Midshipman and attended Midshipman's School at New York. He later attended Armed Guard School and in April 1942, reported to Army transport *Merrimack* and took command of her naval Armed Guard Unit. Carrying military supplies to the Panama Canal Zone, the ship was torpedoed by submarine *U–68* south of Yucatan Channel 9 June 1942. Despite the danger of further attacks Ensign Marshall led his Armed Guard gun crews in furious resistance to the submarine until the forward part of the ship was actually awash. Because of his loyal and determined fighting spirit, Marshall was one of the last to leave the ship and was lost. He was presumed dead 10 June 1943, and was awarded the Silver Star for his gallantry.

(APD–112: dp. 1,390; l. 306′; b. 37′; dr. 12′7″; s. 24 k.; cpl. 204; a. 1 5″, 6 40mm.; cl. *Crosley*)

Hunter Marshall (APD–112), originally classified DE–602, was launched 5 May 1945 by Bethlehem-Hingham Shipyard, Inc., Hingham, Mass.; sponsored by Mrs. Hunter Marshall, mother of Ensign Marshall; and commissioned 17 July 1945, Comdr. A. A. Campbell in command.

The new fast transport got underway from Boston 3 August 1945 to conduct shakedown training in Caribbean waters, and before completion, the surrender of Japan ended the war. She returned to Norfolk 5 September and remained there until 10 October 1945, when she joined other fleet units at Boston for the triumphant Navy Day Presidential Review. *Hunter Marshall* arrived Green Cove Springs, Fla., via Norfolk, 25 November 1945, decommissioned 30 May 1946, and entered the Atlantic Reserve Fleet. She was eventually stricken from the Navy list 1 June 1960 and sold in July 1961 to Ecuador.

Hunterdon County

A county in New Jersey.

(LST–838: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 268; a. 12 20mm.)

LST–838 was laid down by American Bridge Co., Ambridge, Pa., 20 September 1944; launched 8 November; sponsored by Miss Margaret Foster; and commissioned 4 December, Lt. Allen T. Larkins, Jr., in command.

After shakedown off Florida, *LST–838* loaded heavy construction equipment at New Orleans and departed 5 January 1945. Loading troops and additional cargo at Pearl Harbor, the landing ship sailed to the Mariana Islands, arriving Guam 4 March. She unloaded her cargo, then steamed to Saipan where she loaded equipment and embarked units of the 130th Naval Construction Battalion for the invasion of Okinawa.

Departing Saipan 25 March, *LST–838* was en route to the heavily fortified Japanese stronghold, arriving off the southern Okinawa beaches 1 April. Despite a futile effort by the enemy to salvage the last barrier protecting their homeland, Allied forces succeeded in securing a beachhead. On D-day, after *LST–884* was struck by a suicide plane, *LST–838* recovered 79 survivors from the heavily damaged ship. The landing ship stood off the Coast of Okinawa until 13 April when she approached Green Beach to discharge Seabees and construction equipment. The following day during one of the many raids she splashed a Japanese plane.

Departing Okinawa on the 16th, *LST–884* arrived Ulithi 6 days later. For the rest of the war she transported men and equipment throughout the South and Western Pacific Islands.

Following the victorious conclusion of World War II, *LST–838* moved men and equipment to Japan for occupation duties. She remained in the Far East until 7 November, when she departed Yokohama for Guam; then embarked 544 Army veterans and steamed to the United States, arriving San Francisco 23 December.

On 5 March 1946, *LST–838* sailed to Portland, Oreg., and decommissioned at Vancouver, Wash., 7 August. She joined the Pacific Reserve Fleet and remained there until she recommissioned at Vallejo, Calif., 10 September 1966 to help meet the large demands for ships in the Vietnam war. While in reserve *LST–838* was named *Hunterdon County* 1 July 1955. *Hunterdon County* operated out of San Diego until sailing for the Far East early in 1967. She arrived Subic Bay 8 March and promptly busied herself transporting men and materiel in support of the Allied struggle to thwart Communist efforts to take over the Republic of South Vietnam. She continued to operate off Southeast Asia through mid-1967.

LST–838 received one battle star for World War II service.

Hunting

An island on the southern coast of South Carolina.

(LSM–398: dp. 1,095; l. 203′6″; b. 34′6″; dr. 7′4″; s. 13 k.; cpl. 59; a. 2 40mm.)

Hunting (LSM–398) was launched as *LSM–398* by Charleston Naval Shipyard, Charleston, S.C., 6 January 1945; sponsored by Mrs. T. B. Thompson; commissioned 6 August 1945, Lt. L. L. Walters in command. Based at Little Creek, Va., the ship operated as a part of the Amphibious Fleet in the Atlantic, taking part in many training assaults in the Caribbean and on the Atlantic coast. In June 1953, she began a conversion to sonar research ship at Norfolk, and following completion she reported to Operational Development Force 1 October 1954.

In late 1954, the ship started a new career developing and testing experimental sonar equipment in conjunction with the famed Naval Research Laboratory. She was reclassified EAG–398 and assigned the name *Hunting* 13 June 1957. The ship's testing and evaluation activities took her from the Naval Research Laboratory near Washington into the Chesapeake Bay, the coastal waters off the Virginia Capes, and the Caribbean. She played a vital part in the development of new and better sonar equipment for the fleet. During 1961 the veteran ship was severely limited by mechanical problems and was finally decommissioned 23 November 1962 at Portsmouth, Va. She was sold 30 July 1963 to Commercial Manufacturing Corp., Kansas City.

Huntington

A city in West Virginia.

I

(ACR–5: dp. 13,680 n.; l. 503′11″; b. 69′7″; dr. 24′1″; s. 22 k.; cpl. 829; a. 4 8″, 14 6″, 2 18″ tt.; cl. *Pennsylvania*)

The first *Huntington* (ACR–5), an armored cruiser, was launched as *West Virginia* 18 April 1903 by Newport News Shipbuilding Co., Newport News, Va.; sponsored by Miss Katherine V. White; and commissioned 23 February 1905, Captain C. H. Arnold in command.

After shakedown training, *West Virginia* cruised with the New York Naval Militia as a unit of the Atlantic Fleet until 30 September 1906 when she sailed for duty with the Asiatic Squadron. The ship remained with the Asiatic Squadron on training operations for 2 years, and after overhaul at Mare Island in 1908 joined the Pacific Fleet for similar exercises along the West Coast of the United States. During 1911 and 1912 she made a cruise with the Fleet to Hawaiian waters and in 1914 steamed on special duty off the west coast of Mexico for the protection of American interests. She remained off Mexico during the Vera Cruz crisis, and returned to Bremerton, Wash., to become a part of the Pacific Reserve Fleet.

West Virginia remained at Bremerton until 20 September 1916 when she again sailed to Mexico for the protection of American lives and property and to back up U.S. diplomacy. While on this service, she was renamed *Huntington* 11 November to permit the assignment of her old name to a newly-authorized battleship, BB–48. After 5 months service off Mexico she steamed to Mare Island for the installation of catapult devices on the quarterdeck and equipment to accommodate four seaplanes on the boat deck ways.

Huntington was detached from the Reserve Force and placed in full commission 5 April 1917. She departed Mare Island 11 May and steamed to Pensacola, Fla., via the Panama Canal. Detached from the Pacific Fleet after her arrival in Florida 28 May, she spent the next 2 months at the Naval Aeronautic Station, Pensacola, engaging in a series of important early experiments with balloons and seaplanes launched from the deck. The cruiser then sailed for Hampton Roads 1 August and arrived New York 5 days later. There *Huntington* formed with a convoy of six troopships bound for France, departing 8 September. En route, several balloon observation flights were made, and on one of these, 17 September, the balloon was forced down by a squall and the balloonist became entangled in its rigging. Seeing the emergency, shipfitter Patrick McGunigal jumped overboard to release the pilot from the balloon basket, by then overturned and underwater. For his heroic action McGunigal was awarded World War I's first Medal of Honor. The day after the rescue the convoy was turned over to American destroyers in European waters; and *Huntington* steamed back to Hampton Roads, arriving 30 September.

After replenishing at Norfolk, *Huntington* sailed to New York 5 October to have her catapult and seaplanes removed. She got underway 27 October and arrived Halifax 2 days later to embark a high-level U.S. Commission to confer with the Allies. Presidential envoy, Colonel House; Adm. W. S. Benson; Gen. T. H. Bliss; and other dignitaries took passage in *Huntington*, arriving Davenport, England, 7 November 1917, to be met by British officials. *Huntington* departed for New York, via Hampton Roads, arriving 27 November.

Subsequently, the cruiser returned to the important duty of escorting convoys of troops and supplies to Europe,

making nine such voyages to Europe and back between 19 February and 13 November 1918. In addition, *Huntington* made three coastal convoy passages from New York to Hampton Roads. She entered Brooklyn Navy Yard 17 November 1918 for conversion to a troop transport.

Assigned to Transport Force, Atlantic Fleet, *Huntington* next sailed for France to bring home veterans of the European fighting. She departed New York 17 December, arrived Brest 29 December, and brought over 1,700 passengers to New York 14 January. The ship made five more voyages to France and return, bringing home nearly 12,000 troops, and terminated her last voyage at Boston 5 July 1919. Detached from Transport Force, she was reassigned to Cruiser Force and became flagship of Flying Squadron 1 8 July 1919. *Huntington* decommissioned at Portsmouth Navy Yard, Portsmouth, N.H., 1 September 1920. She was struck from the Navy List 12 March 1930 and sold in accordance with the London Treaty for the reduction of naval armaments 30 August 1930.

Huntington (CL–77) was under construction at New York Shipbuilding Co., Camden, N.J., 1941 to 1942, but was converted to an aircraft carrier while building to be launched as *Cowpens* (CVL–25).

II

(CL–107: dp. 10,000; l. 611'2"; b. 66'6"; dr. 20'; s. 33 k.; cpl. 992; 12 6", 12 5"; cl. *Fargo*)

The second *Huntington* (CL–107) was launched by the New York Shipbuilding Corp., Camden, N.J., 8 April 1943; sponsored by Mrs. M. L. Jarrett, Jr.; and commissioned 23 February 1946, Captain D. R. Tallman in command.

After shakedown training off Guantanamo Bay, Cuba, *Huntington* sailed from Philadelphia 23 July 1946 for duty with the 6th Fleet in the Mediterranean. During the cruise she visited many ports, including Naples, Malta, Villefranche, and Alexandria, helping to stabilize the volatile post-war situation in Europe. Departing Gibraltar 8 February 1947, she took part in exercises off Guantanamo Bay, stopped at Norfolk and Newport, R.I., and departed the latter port 20 May 1947 for another tour of duty in the Mediterranean.

Returning from her cruise 13 September 1947, *Huntington* departed Philadelphia 24 October with Naval Reserve personnel for exercises off Bermuda and Newfoundland until 14 November 1947. The ship then entered Philadelphia Naval Shipyard and underwent an extensive overhaul until 12 April 1948. Returning to Norfolk 27 April from her refresher training cruise in the Caribbean, *Huntington* sailed to Newport and departed for another tour of duty in the Mediterranean 1 June 1948.

Huntington visited a variety of ports during June to August 1948, and after transiting the Suez Canal 22 September, embarked on a good will tour of Africa and South America, arriving Buenos Aires, Argentina, 6 November. There the ship was honored by an official visit from President Peron, and continuing to Uruguay received a similar visit from President Berres 10 November. *Huntington* called at Rio and Trinidad before returning from this valuable good will cruise 8 December 1948.

The cruiser made one short cruise from Philadelphia to the Caribbean, returned to Newport 22 January, and decommissioned 15 June 1949. She was finally struck from the Navy List 1 September 1961 after being in reserve, and was subsequently scrapped.

Huntington, Robert K., see *Robert K. Huntington* (DD–781)

Huntress

A former name retained.

I

(StwStr: dp. 211; l. 131'8"; b. 31'3"; dph. 4'2"; s. 5 k.; a. 2 30-pdr. P. r., 4 24-pdr. how.)

Huntress, a stern-wheel steamer, was built in 1862 in New Albany, Ind. She was purchased by the Navy at Louisville, Ky., in May 1864, taken to Cincinnati, Ohio, for outfitting and reported to the 8th District, Mississippi Squadron for duty 10 June 1864, Acting Master J. S. Dennis in command.

Assigned to the area of the river between Memphis, Tenn., and Columbus, Ky., *Huntress* engaged in the key role of keeping the vital river lines of supply open, stopping illegal trade in cotton along the riverbank and suppressing bands of guerrillas who attacked transports and gunboats. After repairs at Mound City, Ill., November 1864, she returned to active patrolling on the stretch of river between Mound City and Memphis. *Huntress* remained on that duty between March and July 1865, maintaining Union control of the Mississippi during the waning moments of the Civil War. In July, she returned to Mound City and, after brief service transporting ordnance at the Naval Base, decommissioned 10 August 1865. She was sold 7 days later to Samuel Black. Redocumented *Huntress* 2 October, she resumed her career as a river steamer but was lost after stranding near Alexandria, La., 30 December 1865.

II

(Sch: dp. 82; l. 97' wl.; b. 16'; dr. 7'3"; s. 14 k.; cpl. 20)

The second *Huntress*, a steam yacht with schooner rig, was built in 1895 at Nyack on Hudson, N.Y., by Charles L. Seabury & Co., and was purchased for the Navy from F. C. Fowler in June 1898. She commissioned 1 July 1898 after outfitting at New York Navy Yard, Lt. Felton Parker in command.

Used as an auxiliary gunboat, *Huntress* departed New York for patrol duties off Staten Island, and from 29 July to 12 August cruised in Long Island Sound. She then operated briefly around New York before decommissioning in August or September. *Huntress* departed New York Navy Yard 30 December 1898 for duty with the New Jersey Naval Militia.

The yacht remained with the New Jersey Naval Militia helping to train officers and men until 1907, when she was loaned to Missouri for Naval Militia training. *Huntress* was sold 3 December 1917.

Huntsville

Cities in Alabama and Texas. The first *Huntsville* retained her former merchant name.

I

(ScStr: dp. 860; l. 196'4"; b. 29'6"; dr. 19'5"; s. 11 k.; cpl. 64; a. 1 64-pdr., 2 32-pdrs.)

The first *Huntsville*, a wooden screw steamer, was chartered from her owner, H. B. Cromwell & Co., in New York City 24 April 1861; commissioned there 9 May 1861, Comdr. Cicero Price in command; and purchased by the Navy 24 August 1861 while on active duty.

Huntsville sailed for Key West, arriving 11 May 1861, and joined the Gulf Blockading Squadron. In early August she steamed from the Florida coast westward and almost immediately captured two small schooners off Mobile. She cruised on blockade duty from Alabama to Texas, and on 24 December she engaged *Florida* off Mobile Bay. Following an hour-long gun battle, she turned the blockade runner back into Mobile.

Huntsville returned to New York in the spring of 1862, and she decommissioned 5 April. She recommissioned 11 June, Lt. Howard Rogers in command, and returned to blockade duty along the Gulf Coast. By the end of July she had taken three prizes, Confederate steamers

Adela and *Reliance* and British schooner *Agnes*, carrying cargoes of cotton, rosin, and other commodities. Before the end of the year, she captured two additional blockade runners, schooners *Courier* and *Ariel*, trying to run into Mobile with cargoes of lead, tin, medicines, wines, and coffee.

As the relentless pressure of the blockade against the South continued, the third year of the war proved even more profitable for *Huntsville*. During 1863 she captured two Confederate ships, *Minnie* and *A. J. Hodge;* two British schooners, *Surprise* and *Ascension;* and Spanish steamer *Union*. In addition, she drove two others, *Cuba* and *Eugenia*, into the hands of other ships in the blockading fleet and was given partial credit in the capture of *Last Trial*, a Confederate sloop captured off Key West harbor. Among the variety of cargo seized, *Huntsville* captured 523 bales of cotton, the most valuable commodity in the South; and she prevented a great quantity of supplies, mainly from Havana and Nassau, from reaching the beleaguered South.

During the first part of 1864 *Huntsville* operated along the coast of Florida and off Cuba. Late in May she sailed to Tampa Bay to support landing forces. An outbreak of yellow fever in near-epidemic proportions struck the Union ships. *Huntsville* was one of the hardest hit, and the disease felled more than half her crew. Departing Tampa 23 July, she coaled at Key West and reached New York 3 August. Following a period of quarantine, she decommissioned 19 August.

Huntsville recommissioned 25 March 1865, Lt. Comdr. Edward F. Devens in command. Departing New York 2 April, she steamed via Mobile and arrived New Orleans 17 April. There she embarked passengers and prisoners and sailed for New York, arriving Brooklyn Navy Yard 1 May. She departed 14 May; touched at Baltimore to embark 150 men bound for Panama; and arrived Aspinwall 30 May. Departing Panama 5 June, she discovered survivors of the wrecked steamer *Golden Rule* on Roncador Island. With the aid of *State of Georgia*, she rescued the stranded voyagers and carried them to Aspinwall. She sailed 16 June with 85 members of *Golden Rule*'s crew embarked and arrived New York nine days later.

After completing two passenger runs to Boston, *Huntsville* escorted monitor *Nausset* to Philadelphia where she arrived 22 August. She decommissioned there 28 August and was sold at New York 30 November to Russell Sturgis.

II

(T–AGM–7: dp. 5,498 (lt.); l. 455′; b. 62′; dr. 29′; s. 17 k.; cpl. 49; a. none; T. VC2–S–AP3)

The second *Huntsville* was laid down under Maritime Commission contract as *Knox Victory* by Oregon Shipbuilding Corp., Portland, Oregon, 2 March 1945; launched 13 April 1945; sponsored by Mrs. Charles B. Gilbert; and delivered to WSA 11 May 1945. During the remainder of the war she operated as a merchant ship under charter to Olympic Steamship Co., and she continued merchant service under bareboat charters from the Maritime Commission and the Maritime Administration until 1958 when she entered the National Defense Reserve Fleet at Olympia, Wash.

Knox Victory was acquired by the Navy from the Maritime Administration 11 August 1960 and assigned to MSTS. She was renamed *Huntsville* and designated T–AGM–7, a missile range instrumentation ship, 27 November. After conversion to a special projects ship by Triple "A" Machine Shop, Inc., San Francisco, Calif., *Huntsville* began duty as a range tracking ship in 1961.

Manned by a civilian crew, *Huntsville* operated out of Port Hueneme, Calif., and Honolulu, Hawaii, while assigned to special duties in the Pacific. During the next 4 years she made intermittent "on station" patrols in the Central Pacific, extending from the coast of Mexico to Wake Island and the Marshalls. She continued these patrols, which contributed mightily on America's space programs, until the spring of 1965; then she entered Avondale Shipyards, Inc., Westwego, La., 2 June 1965 for conversion, completed 30 October 1966. In June 1967 *Huntsville* returned to the Pacific, where she operated with *Watertown* (T–AGM–6). As an improved sea-based tracking station, she provides an important link in communications during the scheduled "Apollo" moon shots, which will send American astronauts to the moon and back.

Hupa

A former name retained.

(SP–650: dp. 5; l. 63′; b. 8′; dr. 3′; s. 25 k.)

Hupa, a wooden motor boat, was built by George Lawley & Sons, Neponset, Mass., in 1905; was acquired by the Navy from her owner, L. T. Carey of Boston in June 1917; and commissioned 10 July 1917 at Boston.

Assigned to the 1st Naval District, *Hupa* served as a patrol craft in Cape Cod Bay and Cape Cod Canal, based at Provincetown, Mass. She was struck from the Navy List 25 October 1919 and offered for sale, finally being sold to the Hyde Engineering Works of Montreal, Canada 12 March 1920.

Huron

Center lake in the Great Lakes and a city in east central South Dakota. *Huron* IV and V were named after the city.

I

(ScStr.: t. 507; l. 158′; b. 28′; dph. 12′; a. 1 11-inch D.sb., 1 20-pdr., 2 24″ how.)

The first *Huron*, a schooner-rigged screw steamer, was launched 21 September 1861 by Paul Curtis, Boston under Navy contract; and commissioned 8 January 1862 at Boston Navy Yard, Lt. John Downes in command.

Huron joined the South Atlantic Blockading Squadron in February to take part in Union strangulation of Confederate commerce, and steamed off the coasts of Georgia and Florida. In addition to blockading duties, her men often took part in shore expeditions against the Confederates, as on 15 March 1862 on the Georgia coast. *Huron* chased a schooner ashore 12 April 1862 and 7 days later captured schooner *Glide* off Charleston with 100 bales of cotton and other cargo. She also captured schooner *Albert* 1 May and British blockade runner *Cambria* 26 May. As Union naval power increased the pressure on Charleston in coordination with the Army, *Huron* engaged batteries in the Stono River 30 May and took part in an engagement with Fort McAllister 29 July 1862. Back on regular blockade duty, she captured schooner *Aquilla* 4 August.

Huron continued her patrol and blockading duties off Charleston into 1863. During the ironclad attack on the forts in Charleston Harbor 7 April 1863, the ship formed part of a reserve squadron outside the bar. Five days later, while patrolling with *Flag*, she detected blockade-running steamer *Stonewall Jackson* attempting to dash into Charleston. The two Union ships opened fire immediately, so damaging the blockade runner that she was forced to run aground and destroy her cargo, which included vitally needed Army artillery and shoes.

The veteran blockader made two more captures in December 1863–January 1864, and later in 1864 moved north to join the North Atlantic Blockading Squadron, whose main attention was turned to Wilmington, N.C., and its powerful defender, Fort Fisher. During the first attack on the fort 24 to 25 December 1864, *Huron* took part in the bombardment which was to cover the storming by Army troops. This first assault aborted, but preparations were quickly made for a second joint operation in January 1865. Again *Huron* provided a part of the devastating naval bombardment; and, with the help of a landing party of 2,000 sailors and marines, the Army assault forces captured Fort Fisher, 15 January 1865, effec-

tually closing Wilmington to blockade runners. Then, during the final months of the war, *Huron* took part in combined operations against the city itself, bombarding Forts Anderson and St Philip in February.

After Appomattox, responding to the attempted escape of President Davis of the Confederate States, *Huron* steamed to Key West in an effort to capture Confederate officials bound for Havana or Mexico by water. She arrived 2 May, but Davis was captured near Iwinville, Ga., 10 May 1865.

Huron served on South American station after the Civil War, returning to New York and decommissioning 8 October 1868. She was sold at New York 14 June 1869.

II

(ScStr.: dp. 1,020; l. 175'; b. 32'; dph. 15'; a. 1 11-inch D.r., 2 9-in. D.r., 1 60-pdr. P.r., 1 12-pdr. how., 1 G.g.; cl. *Alert*)

The second *Huron*, an iron sloop-rigged steamer, was built by John Roach, Chester, Pa., 1873–75, and commissioned at Philadelphia Navy Yard 15 November 1875, Comdr. George P. Ryan in command.

Huron arrived 11 December 1875 for duty at Norfolk, and spent the next 2 years cruising in the Caribbean and the Gulf of Mexico. She stopped at Vera Cruz and Key West on her first cruise, returning to Port Royal 4 August 1876, and visited many Caribbean and Venezuelan ports March–June 1877. After repairs at New York Navy Yard in August, the ship sailed to Hampton Roads, and departed 23 November 1877 for a scientific cruise on the coast of Cuba. *Huron* encountered heavy weather soon after departure, however, and was wrecked shortly after 1 a.m. next morning near Nag's Head, N.C. For a time her crew worked in relatively little danger, attempting to free their ship, but she soon heeled over, carrying 98 officers and men to their deaths.

Screw gunboat *Alliance* (*q.v.*) was launched as *Huron* 3 March 1875 but was renamed before commissioning.

III

(Str: t. 10,170; l. 523'; b. 60'; dr. 34'; s. 15 k.; cpl. 446)

The third *Huron* was built as *Friedrich Der Grosse* in 1896 by Vulcan Shipbuilding Corp. Stettin, Germany, and sailed the Atlantic for North German Lloyd Lines until being interned in New York Harbor in 1914. She was seized as a prize of war 6 April 1917. Her crew had sabotaged her boilers so the ship was taken to Robbins Drydock Co., Brooklyn for repairs. The USSB then turned the ship over to the Navy, and she commissioned at New York Navy Yard 25 July 1917 as *Fredrich Der Grosse*. The ship, Comdr. S. H. R. Doyle in command, was renamed *Huron* 1 September 1917.

Huron acted as a troop transport during the remaining years of the war. She made eight round trips to France before the Armistice, and then seven more, bringing American soldiers back from Europe.

She arrived New York after her last voyage 23 August 1919 and decommissioned 2 September for return to the USSB.

Huron operated in the Atlantic for the U.S. Mail Lines (later U.S. Lines) from 1920 to 1922. Renamed *City of Honolulu* in May 1922, she was turned over to the Los Angeles Steamship Co.; and on her maiden voyage caught fire 12 October and sank with no loss of passengers or crew.

Ocean tug *Allegheny* (*q.v.*) was originally named *Huron*, but renamed before launching.

IV

Armored cruiser *South Dakota* (*q.v.*) was renamed *Huron* 7 June 1920.

V

(PF–19: dp. 1,430; l. 303'1"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 190; a. 3 3", 4 40mm.; cl. *Tacoma;* T. S2–S2–AQ1)

The fifth *Huron* (PF–19), originally PG–127, was launched under Maritime Commission contract by American Shipbuilding Co., Cleveland, Ohio 3 July 1943; sponsored by Mrs. J. S. Tschetter, wife of the mayor of Huron, S. Dak.; acquired and commissioned 7 September 1944, Lt. Comdr. W. W. Collins, USCG, in command.

Manned by a coast guard crew, *Huron* conducted shakedown training off Bermuda during October and November. Returning to Norfolk, the ship sailed with a convoy bound from Norfolk to North Africa 1 December 1944. While bringing together merchant ships which had become separated during the night, *Huron* was rammed by SS *James Fenimore Cooper* shortly after midnight 8 December. Though the engine room flooded rapidly, the ship's damage control work was timely and skillful, keeping her afloat. After temporary repairs, *Huron* was towed through rough weather by *Choctaw*, arriving Bermuda 15 December 1944. From there she was taken to Charleston for conversion to a sonar-training ship.

Huron arrived Key West 22 February 1945 for training operations at the Fleet Sonar School. She spent the remainder of the war providing both technical and tactical antisubmarine training for officers and men. *Huron* departed Key West for Norfolk 19 March 1946 and decommissioned there 19 April 1946. She was sold to United Dock Corp. 15 May 1947.

Huron, Lake, see *Lake Huron*

Hurst

The first *Hurst* (SP–3196) retained her merchant name,

The second *Hurst* (DE–250) was named for Edwin William Hurst. Born 16 October 1910 at Falls City, Nebr., he graduated from the Naval Academy in 1932. After serving in *Tennessee*, he completed flight training in 1935. He was then assigned to several squadrons and aviation shore facilities before reporting on board *Lexington* 19 May 1941. Hurst earned two Distinguished Flying crosses. During the critical Battle of the Coral Sea 7 to 8 May 1942, he daringly attacked carrier *Shoho*, scoring hits which contributed to her sinking; and the following day severely damaged carrier *Shokaku*. While flying over the uncharted Owen Stanley range, he pressed home a successful torpedo attack in the face of heavy antiaircraft fire, severely damaging enemy shipping and installations at Salamaua and Lae, N.G., 10 March 1942. With his gallant carrier *Lexington* sunk during the Battle of the Coral Sea, Lt. Hurst flew from New Zealand until his death 9 June 1942 in a crash near Whemuapai.

I

(SP–3196: dp. 17; l. 62'7"; b. 12'8"; dr. 5'; s. 15 k.)

Hurst, a motor boat, was built by W. F. Dunn, of Norfolk, Va., in 1918 and was acquired by the Navy from her owner, T. C. Hurst, of Norfolk, 22 August 1918. She commissioned the same day, Boatswain's Mate 2/c Raymond Cash in command.

Hurst was assigned as a passenger and dispatch boat under the 5th Naval District and served the District Supervisor, NOTS, at Hampton Roads until being turned over to the Public Health Service, Department of the Treasury, 15 November 1919.

II

(DE–250: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3"; 2 det., 8 dep., 1 dep. (h.h.); cl. *Edsall*)

The second *Hurst* (DE–250), a destroyer escort, was launched by Brown Shipbuilding Co., Houston, Tex., 14 April 1943; sponsored by Mrs. Jeanette Harris Hurst,

widow; and commissioned 30 August 1943, Lt. Comdr. B. H. Brallier commanding.

Hurst departed Houston 3 September and after a short period of outfitting at Galveston sailed 12 September for shakedown training off Bermuda. After returning briefly to Charleston in November and screening a convoy to the Caribbean, *Hurst* arrived Norfolk, Va., 29 November 1943 to join Escort Division 20.

Assigned to the vital job of protecting ocean commerce from submarines, *Hurst* departed Norfolk with her first convoy 14 December 1943, stopped at Casablanca, and returned to New York 24 January 1944. She then conducted gunnery and antisubmarine warfare exercises in Casco Bay, Maine, before sailing with another convoy from New York 23 February. Enemy action was not the only hazard on such voyages as two days out of New York merchant vessels *El Coston* and *Murfreesboro* collided and sank during a heavy gale, the survivors being taken on board one of the ever-ready escort ships. *Hurst* reached Lisahally, Northern Ireland, 5 March 1944, and 1 week later returned to New York with another convoy.

Hurst made no less than 10 more escort voyages from Boston or New York to ports in Northern Ireland and Great Britain before returning to New York 11 June 1945. In this way she contributed mightily to winning the "Battle of the Atlantic". After her final voyage, the destroyer escort sailed with her division for training in Chesapeake Bay and at Guantanamo Bay, Cuba. Reassigned to the Pacific Fleet for these last months of the war, she transited the Panama Canal and arrived Pearl Harbor via San Diego 26 July 1945. There the ship took part in exercises with submarines and departed 27 August for the Samoan Islands. Arriving Pago Pago 25 September, *Hurst* spent the next weeks steaming among the small outlying islands of the Samoan, Fiji, and Society and other island groups, sending parties ashore to search for missing personnel and to investigate possible remaining enemy units. Completing this painstaking duty she departed Pago Pago 3 November 1945 and sailed for San Diego via Pearl Harbor. She arrived San Diego 23 November and sailed 2 days later for New York via the Panama Canal. *Hurst* entered New York harbor 10 December 1945, sailed to Green Cove Springs, Fla., and then decommissioned there 1 May 1946. She then entered the Atlantic Reserve Fleet at Green Cove Springs. In January 1947 *Hurst* was transferred to Orange, Tex., where she remains.

Hurst, Floyd, see *Floyd Hurst* (SP–2384)

Huse

Harry McLaren Pinckney Huse was born at the Military Academy, West Point, N.Y., 8 December 1858 and graduated from the Naval Academy in 1878. During the Spanish-American War, he served as Executive Officer in *Gloucester* and under Richard Wainright, took part in the famous Battle of Santiago. The converted yacht, off the harbor entrance when the Spanish fleet sortied, engaged enemy destroyers *Pluton* and *Furor*, defeating both. Lieutenant Huse was advanced five numbers in grade for "eminent and conspicuous conduct in battle." He later led a successful landing party at Guanica, Puerto Rico 25 July 1898. Following the war, Huse taught at the Naval Academy and commanded various ships, including *Vermont* and *Nevada*. He also took part in the landings at Vera Cruz 21–22 April 1914, and for his skillful direction and outstanding leadership received the Medal of Honor. In 1919 he went to France as a member of the Allied Naval Armistice Commission, and 24 June 1920 became Commander, U.S. Naval Forces in European Waters, with the rank of Vice Admiral. Admiral Huse's last active assignment was as a member of the General Board. Retiring in December 1922, he died 14 May 1942 at the Naval Hospital, Bethesda, Md.

(DE–145: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3", 2 40mm., 8 20mm., 2 det., 8 dcp., 1 dcp. (h.h.), 3 21" tt.; cl. *Edsall*)

Huse (DE–145) was launched by Consolidated Steel Corp., Orange, Tex. 23 March 1943; sponsored by Mrs. L. M. Humrichouse, daughter of Vice Admiral Huse; and commissioned 30 August 1943, Lt. Comdr. W. A. Sessions in command.

Following exhaustive shakedown cruise off Bermuda, *Huse* returned to Charleston 25 October 1943. She then moved to Norfolk for additional training before joining her first Atlantic convoy there 13 November. After seeing this convoy safely to Casablanca, she returned to New York Christmas Day 1943. Following training exercises off Norfolk, *Huse* escorted another convoy to Africa 25 January–11 February 1944, then, before returning home, engaged in antisubmarine patrol work off Gibraltar with ships of the Royal Navy.

Returning to New York 8 March, the ship was given a new assignment: to join escort carrier *Croatan*'s antisubmarine group in the Atlantic. Sailing from Norfolk 24 March to search for U-boats, the ships were rewarded with contact 7 April. The escorts dogged *U–856* until it surfaced and was destroyed by gunfire from *Huse* and *Champlin*. After a brief period at Bermuda, the group stood out to the search area again 12 April. Carrier aircraft and escort vessels came upon another submarine 26 April, and the DE's sank U-boat *U–488*.

Huse spent the period 11 May–3 June at Brooklyn, departing the latter date with *Croatan* to search for submarines. They had not long to wait, beginning attacks on a submerged submarine the morning of 11 June. Six depth charge and two hedgehog runs brought no confirmation of a sinking, but the persistent ships remained in the area searching until just after midnight 12 June when radar revealed a surfaced submarine. The badly damaged *U–490* was finished off by gunfire. In the months that followed *Huse* continued to operate with the *Croatan* hunter-killer group that had much to do with keeping open the important supply lines to Europe. Replenishing as necessary at Norfolk, Bermuda, or Casablanca, they scoured the sea for enemy submarines. In addition, *Huse* rescued downed pilots from *Croatan*'s air group on three separate occasions. She arrived Brooklyn 2 October 1944 for repairs and training, after which she conducted exercises in Chesapeake Bay and the Caribbean.

Huse joined *Croatan* for hunter-killer operations again 25 March 1945, and two of her sister ships scored a kill on *U–880* on 16 April 1945 in the Atlantic. They continued to operate in northern waters out of Argentia until returning to New York 14 May 1945.

The war against Germany over, *Huse* prepared to join the Pacific Fleet for the final effort to defeat Japan. She sailed 10 July 1945 for training exercises in the Caribbean, passing through the Panama Canal and arriving San Diego 7 August 1945. During the voyage to Pearl Harbor, the ship learned of Japan's collapse 15 August. After various exercises in Hawaiian waters, the veteran escort ship returned to Norfolk via San Diego and the Canal Zone 28 September 1945. She, subsequently, arrived Green Cove Springs, Fla., 19 January 1946; decommissioned 27 March; and joined the Atlantic Reserve Fleet.

Huse recommissioned in response to the increased needs of the Navy during the Korean conflict 3 August 1951. After shakedown training in the Caribbean, she arrived Key West 15 January 1952 to act as sonar-training ship. In May she steamed northward to take part in a cold-weather operation off Labrador. The ship then began regular training operations, based at Newport, R.I., taking her to the Caribbean and Key West. This antisubmarine readiness training was maintained until July 1955 when the ship sailed to Norfolk to embark NROTC Midshipmen on a training cruise to Northern Europe. *Huso* returned to Newport 3 September 1955 and resumed antisubmarine operations. This continued until early 1957 when she made preparations to join the crack Navy task group operating off the Atlantic Missile Test Range.

During May 1957 *Husc* operated off Puerto Rico in connection with the launching of a Vanguard satellite test vehicle, and the subsequent nose cone recovery efforts. After further tactical exercises at Key West, she sailed in September for important NATO exercises in Northern European waters, returning to Newport 21 October 1957. During 1958 and 1959, except for short cruises to the Caribbean and periodic overhaul, *Husc* remained in the Key West area on sonar-training operations.

Husc was assigned to the Naval Reserve Training program in March 1960, and for the next three months carried out training cruises with reservists from New York and Norfolk. She arrived New Orleans, her new home port, 6 July 1960 to begin reserve training cruises, designed to keep the Navy's reserve officers and men at a peak of training and professional knowledge should expansion of the navy be required to protect and defend the United States. In October 1962, when the introduction of offensive missiles into Cuba brought on just such a demand, *Husc* promptly steamed to Florida to bolster Naval strength in support of the quarantine operations. Through 1963 into 1965 she continued to operate out of New Orleans in the Gulf and the Caribbean performing her vital training function. In June 1965 *Husc* decommissioned and was placed in the Atlantic Reserve Fleet at Norfolk, Va., where she remains.

Husc received five battle stars for World War II service,

Husl, see *YF–1124*

Hustle

To push, move, or shove in a rude, rough, or hurried manner; to work or act rapidly or energetically.

The wooden ferry launch *Despatch* (*q.v.*) was renamed *Hustle* 11 April 1918 while serving at the Naval Training Station, Newport, R.I.

Hutchins

Carleton Barmore Hutchins was born in Albany, N.Y., 12 September 1904 and graduated from the Naval Academy in 1926. After serving in battleship *Pennsylvania* until 1928, he underwent flight training at Pensacola and was designated a naval aviator in February 1929. During the early thirties Hutchins flew fighters from *Saratoga*, scout planes from *Concord*, and studied aeronautical engineering at the California Institute of Technology. In 1937 he served with a seaplane squadron in the Caribbean and in November was transferred to Patrol Squadron 11 based on *Langley*. During fleet exercises 2 February 1938 off the coast of southern California, Lieutenant Hutchins' seaplane collided in mid-air with another PBY. His citation for the Medal of Honor reads: "Although his plane was badly damaged, Lieutenant Hutchins remained at the controls endeavoring to bring the damaged plane to a safe landing and to afford an opportunity for his crew to escape by parachutes. His cool, calculated conduct contributed principally to the saving of the lives of all who survived. His conduct on this occasion was above and beyond the call of duty." Lieutenant Hutchins lost his life in the crash and received the Medal of Honor posthumously.

(DD–476: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 37 k.; cpl. 273; a. 5 5", 6 40mm., 10 20mm., 10 21" tt.; cl. *Fletcher*)

Hutchins (DD–476) was launched by Boston Navy Yard, Boston 20 February 1942; sponsored by Mrs. C. B. Hutchins, widow of Lieutenant Hutchins; and commissioned 17 November 1942, Lt. Comdr. E. W. Herron in command.

After completing shakedown cruise in Casco Bay, Maine, *Hutchins* got underway from Boston 17 March 1943 and escorted two tankers to Galveston, Tex. From there she proceeded through the Panama Canal to San Diego, where she arrived 11 April. Following an escort voyage to New Caledonia and Espiritu Santo, *Hutchins* arrived Pearl Harbor 30 May for armament alterations. While testing her guns in Hawaiian waters 25 June, an electrical failure caused the gun to fire into *Hutchins'* stack, killing 9 men and wounding 20. While repairing at Pearl Harbor, the ship was fitted with the newest Combat Information Center equipment.

The ship returned to San Diego 11 July 1943 for training, and got underway with an LST group 7 days later for the voyage to Adak Island in the Aleutians. She took part in the occupation of Kiska 15 August as the Japanese gave up their Aleutians foothold, and in the months that followed patrolled the islands and engaged in fleet training maneuvers.

Hutchins departed the bleak northern Pacific 18 November 1943 for the steaming and bitterly-contested coast of New Guinea. She arrived Milne Bay 19 December and soon afterward screened LST's during the landings at Cape Gloucester. Designed to secure the important straits between New Britain and New Guinea, the landings began 26 December. *Hutchins* and the other screening vessels came under severe air attack in the days that followed, with *Hutchins* downing one aircraft and assisting with another. After escorting a support convoy to Cape Gloucester from Buna, the destroyer steamed with another LST group to Saidor, farther up the coast of New Guinea. During a rain squall she collided with another destroyer in the congested assault area, and was forced to steam to Cairns, Australia 16 January for bow repairs.

Hutchins departed Cairns 22 February and, after important night tactical drills, sailed 28 February with Admiral Barbey's amphibious group for the Admiralties. Arriving next day, the ship carried out shore bombardment of Manus, the base which was to become so vital in the coming campaigns, and with Rear Admiral Crutchley, RN, in HMAS *Shropshire*, established a patrol off Manus. During late March and April *Hutchins* and other destroyers made bombardment sweeps of Wewak and Hansa Bay, encouraging the Japanese in the mistaken belief that the next amphibious assault would be in that area. In reality it was planned for much farther up the coast, at Hollandia.

Steaming from Cape Sudest 18 April, *Hutchins* arrived Hollandia 22 April and with other fleet units gave close gunfire support to the well-executed initial assault. She then retired to screen escort carriers providing air cover and, near the end of April, bombarded Wakde Island. The versatile destroyer steamed south of Truk 10 May to pick up survivors of a B–24 raid on the Japanese stronghold, returning south for the next step in New Guinea.

Hutchins next took part in the Wakde-Sarmi operation 17 May. After shore bombardment and screening operations she moved on to Biak with its vital airbase site 10 days later. Early in June the destroyer operated with Task Forces 74 and 75 off Biak, and on the night of the 8th, the ships detected Japanese ships approaching from the northwest. The enemy destroyers cast off their troop-laden barges and with *Hutchins* and the rest of Admiral Crutchley's force in pursuit, retired rapidly. During a long stern chase the destroyers exchanged gunfire at long range; Allied ships broke off the chase just before 0230 and returned to the assault area.

In July *Hutchins* took part in the Noemfoor landings, providing the all-important gunfire support, and operated with the nimble PT boats in the Aitape area 15–25 July in harassing Japanese communications. She also took part 30 July in the landings at Sansapor, completing the brilliant series of amphibious hops along the northern coast of New Guinea.

August 1944 was spent at Sydney and on fleet exercises off New Guinea, and, after a drydock period, *Hutchins* sailed from Humboldt Bay 12 September to take part in the Morotai landings, an important steppingstone to the Philippines. She bombarded airstrips 16 September and returned to Seeadler Harbor 29 September to prepare for

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the invasion of the Philippines. The giant invasion fleet sortied to arrive Leyte Gulf 20 October. *Hutchins* took part in preinvasion bombardment, gunfire support, and patrolled the entrance after the initial phases of the assault.

As the Japanese fleet moved toward the Philippines in a gigantic three-pronged attempt to stop the invasion, *Hutchins* joined Admiral Oldendorf's surface forces waiting in Surigao Strait for Nishamura's Southern Force. In this major phase of the larger Battle for Leyte Gulf, *Hutchins*, carrying the flag of Captain McManes, DesRon 24, was stationed on the right flank of the powerful array of firepower Oldendorf had assembled. As Nishamura steamed up the strait early 25 October his ships were harassed by PT boats and then attacked by destroyers on both sides. *Hutchins'* group steamed boldly south, launched torpedoes at about 0330, and turned to close the range. As the large Japanese ships began to slow and scatter, the destroyers fired another spread of torpedoes, this time blowing up destroyer *Michishio*. After exchanging gunfire with the Japanese heavy ships, McManes brought *Hutchins* and the rest of the squadron out of range, their job gallantly and skillfully done, so that the big guns of the waiting fleet could open fire. Oldendorf won a smashing night victory, and Japanese naval power was dealt a death blow.

After the decisive actions of Leyte Gulf, *Hutchins* returned to screening. She ran onto an uncharted hulk 26 October and after helping to repel air attacks until 29 October, sailed for San Francisco via Pearl Harbor, arriving 25 November 1944 for repairs.

Hutchins returned to Pearl Harbor to resume her combat duty 26 January 1945. Training exercises were carried out until 3 February when she steamed toward Saipan to join a carrier force for the Iwo Jima operation. Her carrier group arrived 3 days before the landings to pound Japanese defenses and continued to support the operation during February and March 1945. With this important island in allied hands, *Hutchins* returned to Ulithi briefly before sailing 27 March for the giant Okinawa operation. last step on the long island campaign toward Japan. She screened a transport group during the landings 1 April and for 3 days following, undergoing numerous air attacks which she skillfully helped repel. Assigned to gunfire support 4 April, in the battle-filled days that followed *Hutchins* spent her days close to the beaches and her nights screening the larger ships during bombardment and air defense. *Hutchins* shot down several attacking planes during the great air attack 6 April, rescuing survivors from the stricken *Newcomb*, and was under severe attack again 12–13 April.

While on close support operations 27 April, *Hutchins* was attacked by a Japanese suicide boat. The small fast boat slipped through the formation and dropped a large explosive charge close aboard. *Hutchins* was shaken violently by the explosion and her hull severely damaged, but no casualties were suffered and damage control parties brought flooding under control. The ship retired to Kerama Retto for temporary repairs, thence to Portland, Oreg., 15 July 1945.

Still undergoing repairs at war's end *Hutchins* was towed to Puget Sound 20 September 1945. She decommissioned at Bremerton 30 November 1945, and was sold for scrap in January 1948 to Learner & Co., Oakland, Calif.

Hutchins received six battle stars for World War II service.

Hutchins, Johnnie, see *Johnnie Hutchins* (DE–360)

Hutchinson

A city in central Kansas.

(PF–45: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20; cpl. 190; a. 3 3", 2 dct., 1 dcp. (h.h.), 8 dcp.; cl. *Tacoma*)

Hutchinson (PF–45), originally designated PG–153, was launched 27 August 1943 by Consolidated Steel Corp., Los Angeles, Calif., under Maritime Commission contract; sponsored by Mrs. A. T. Cole; and commissioned 3 February 1944, Comdr. C. H. Stober, USCG commanding.

The frigate engaged in shakedown training until 13 April 1944, and departed San Pedro 30 April for the southwest Pacific. She arrived via Pearl Harbor at one of the most important bodies of water in the Pacific area, Leyte Gulf, 10 November. There *Hutchinson* took up escort and patrol duties among the many transports supporting the landing. During her stay off Leyte the ship engaged in several battles with attacking Japanese aircraft. *Hutchinson* sailed for Fremantle, Australia, via New Guinea, 30 November 1944.

Assigned to the submarine base, Fremantle, for training duty with submarines, *Hutchinson* remained in Australia until 27 August 1945. Departing for the United States, she touched at Manus and Pearl before arriving Terminal Island, Calif., 10 January 1946. Here she converted to a weather ship. Following conversion, she proceeded to Seattle and got underway 6 February 1946 for weather station A in the northern Pacific. After performing the demanding and essential task of weather picket for two separate periods, *Hutchinson* sailed to San Francisco and decommissioned 15 April 1946. She was then recommissioned a Coast Guard vessel on loan from the Navy, and sailed westward to take up her weather ship duties once more. After two more such cruises, *Hutchinson* arrived Seattle in early September and decommissioned 23 September 1946.

Hutchinson was stricken from the Navy List 29 October 1946 and was sold to Mexico 24 November 1947. She served the Mexican Navy as *California* until scrapped in June 1964.

Hutchinson received two battle stars for World War II service.

Hyac

A former name retained.

(SP–216: dp. 48; l. 75'4"; b. 14'5"; dr. 5'; s. 10 k.)

Hyac, a yacht, was built in 1915 by Weckler Boat Co., Chicago, and was acquired from her owner, W. M. Derby, of Chicago, in 1917. Commissioned 5 July 1917, her first Commanding Officer was Lt. W. M. Derby, USNRF.

Assigned to the 9th, 10th, and 11th Naval Districts, *Hyac* served as a patrol boat on the Great Lakes between Chicago and Sault Ste. Marie, based at Chicago, until returned to her owner 26 November 1918.

Hyacinth

A well-known plant of the lily family having spikes of bell-shaped flowers.

I

(ScStr.: t. 50; dr. 6', s. 8 k.; a. 1 gun)

The first *Hyacinth* was a tug used by the Army under the name *Spitfire* on the upper Mississippi River in 1862. She captured Confederate transport *Sovereign* near Fort Pillow, Tenn., 5 June 1862; and 9 days later, took steamer *Clara Dolsen* after a long chase from Helena, Ark., ending on the White River a short distance above its mouth.

Spitfire was transferred by the War Department to the Navy 30 September 1862, and renamed *Hyacinth* 19 October. *Hyacinth* served the Mississippi Squadron until the end of the war. She was especially useful in operations which resulted in the fall of Vicksburg, and assisted in the salvage work which refloated *Indianola*. She was sold at public auction at Mound City, Ill., to A. T. Paine 17 August 1865.

II

(ScStr.: t. 738; l. 165'0"; b. 28'0"; dr. 11'6"; s. 11 k.; cpl. 25)

The second *Hyacinth* was a lighthouse tender launched for the U.S. Lighthouse Service 26 July 1902. She was transferred to the Navy with the entire Lighthouse Service by Executive order 11 April 1917. Throughout the war she continued to perform her former duties servicing lighthouses and other navigational aids in the Great Lakes. She was returned to the custody of the Department of Commerce 1 July 1919.

Hyades

A cluster of stars in the constellation Taurus, including Aldebaran, shaped like the letter "V".

(AF–28: dp. 7,700 lt.; l. 468'9"; b. 63'; dr. 25'11"; s. 16 k.; cpl. 252; a. 1 5", 4 3"; cl. *Hyades;* T. C2–S–E1)

Hyades (AF–28), ex-*Iberville*, was launched under Maritime Commission contract by Gulf Shipbuilding Co., Chickasaw, Ala., 12 June 1943; sponsored by Mrs. L. R. Sanford; and commissioned at Bethlehem Steel, Baltimore, after conversion, 1 August 1944; Comdr. M. C. Wheyland in command.

Hyades got underway 11 September 1944 for Trinidad and the Panama Canal, escorted by destroyer *Warrington*. In the Caribbean the ships encountered a severe hurricane; by 13 September *Warrington* was foundering. The heavy weather had separated the two ships; when the destroyer went down, *Hyades* proceeded to her last known position to pick up survivors. She rescued 61 before proceeding to Panama, where she arrived 19 September.

The refrigerator ship steamed to Majuro to supply the fleet with foodstuffs 10 October, touching at Kwajalein, Eniwetok, and other bases before returning to San Francisco. Underway again 1 December 1944, the ship made two more voyages to the advance bases and the Philippines with stores, returning to Seattle from the second cruise 13 April 1945. She continued on this duty, so vital to the support of our huge Pacific fleet, until well after the surrender of Japan. In addition to supplying ships she brought food and supplies to many shore bases.

In 1946 *Hyades* brought supplies to American ground troops in China, spending March at Tsingtao and April at Hong Kong. In 1947 she continued to support the efforts to protect American interests and establish democracy in that troubled country, spending several months at Shanghai. Thereafter operating out of San Francisco, *Hyades* became a familiar sight to the various occupation groups and island outposts in the Pacific.

The ship sailed through the Panama Canal to Norfolk to join the Atlantic Fleet, arriving 14 June 1948. She departed for her first cruise to the Mediterranean 12 July 1948, during which she operated with the fast carrier forces serving as a mobile replenishment ship. During this troubled period, 1948–1955, U.S. fleet units did much to protect freedom in the area, notably in Greece and Turkey; *Hyades* brought supplies and showed the flag in many Mediterranean ports, including Piraeus, Naples, Valencia, and Gibraltar.

As tension mounted in the Mediterranean in early 1956, *Hyades* replenished destroyers patrolling the eastern Mediterranean, returning to Norfolk 28 February. She later rendezvoused with powerful fleet units in July, including *Iowa*, *New Jersey*, *Des Moines*, and *Macon*, as American naval power moved in to prevent the widening of the Suez crisis. In April of 1957 the ship replenished carrier *Lake Champlain* during moves to support the threatened government of Jordan and took part in an important NATO fleet exercise during September–October in northern European waters.

In the years that followed, *Hyades* continued to support the 6th Fleet in its cold war operations, keeping the peace in the Mediterranean. During August–September 1958, she visited Crete and Turkey when the latter country was threatened. In 1959, she sailed 11 May for fleet replenishment in response to the heightened Berlin crisis, effectively showing American might and determination. The veteran stores ship returned twice more to the Mediterranean in 1959, and again in 1960 and 1961.

Hyades responded quickly in the Cuban missile crisis of 1962, arriving at Guantanamo Bay 22 October to evacuate dependents as the introduction of offensive missiles forced a naval quarantine of the island. After the safe evacuation, the ship returned to the quarantine line for underway replenishment of the ships patrolling off Cuba. After the easing of the situation in December, *Hyades* entered Horne Bros. Shipyard in Newport News, Va., for the installation of a helicopter deck aft to increase her versatility and replenishment capabilities.

During 1963 the ship cruised with the 6th Fleet in July and August. In 1964 she took part in Operation Springboard in the Caribbean, returning to Norfolk 1 February 1964. *Hyades* continued to serve the Fleet through the mid 1960's and in the Fall of 1967 was based at Norfolk, Va.

Hyde

Countries in North Carolina and South Dakota.

(APA–173: dp. 6,873 (lt.); l. 455'; b. 62'; dr. 24'; s. 17 k.; a. 1 5"; cl. *Haskell*)

Hyde (APA–173) was launched under Maritime Commission contract by Oregon Shipbuilding Corp., Portland, Oreg., 30 October 1944; sponsored by Mrs. James H. Bond; and commissioned 26 November 1944, Captain E. F. May commanding.

Following a brief shakedown cruise, *Hyde* arrived Seattle 27 January 1945 to embark troops and cargo, after which she sailed for Pearl Harbor in convoy 1 February. Carrying reinforcements for the Pacific campaign, then drawing to its climax, *Hyde* stopped at Eniwetok before anchoring at Iwo Jima 13 March. The ship remained off that battle-scarred island only long enough to unload, then steamed to Guam 15 March, where she embarked over 400 marine casualties. *Hyde* continued to Pearl Harbor, loaded more casualties 29 March, and arrived San Francisco 22 May 1945.

By June the Okinawa campaign, last step on the island road to Japan, was well underway, and *Hyde* sailed 6 June with cargo and troops. After stopping at Ulithi she arrived Okinawa 24 July. There she discharged her passengers and cargo under constant threat of air attack, getting underway for Ulithi 6 August. During this stay at the giant staging base, *Hyde* received the news of the surrender of Japan.

The transport immediately took up duties in connection with the occupation. She arrived Leyte 21 August, loaded troops, and disembarked them with the early occupation forces 8 September at Yokohama. *Hyde* then took on board Allied prisoners of war for transportation to Guam, where she arrived 23 September. Sailing to Tsingtao 11 October, the transport debarked marines for the occupation of China and to aid in the stabilization of that troubled country. She then steamed to Manila and thence to Haiphong, Indochina, arriving 2 November. At Haiphong, *Hyde* embarked 200 Nationalist Chinese troops for further transfer to Chinwangtao, China, and unloaded them 12 November to aid in the occupation. After a stop at Taku, the transport arrived Sasebo, Japan, 4 December 1945 to join in "Magic-Carpet," the vast operation designed to return veterans with the greatest possible speed. *Hyde* sailed for California 7 December and arrived San Diego 22 December. After a second voyage, to Pearl Harbor and back, she sailed 16 February 1946 via Panama for Norfolk. She arrived there 13 March, decommissioned 14 May and returned to the Maritime Commission 2 days later. She was placed in the National Defense Reserve Fleet and is berthed on the James River, near Norfolk, Va.

Hyde received one battle star for World War II service.

Hydra

A southern constellation of stars named for the nine-headed water monster in Greek mythology slain by Her-

cules as the second of 12 "Labors" which were imposed upon him by Eurystheus, the king of Argos.

The light draft monitor *Tunxis* (*q.v.*) was renamed *Hydra* 15 June 1869, while laid up out of commission at League Island, Pa.

I

(AK–82: dp. 1,677; l. 269'10"; b. 42'6"; dr. 20'9"; s. 10 k.; cpl. 83; a. 1 3"; cl. *Enceladus;* T. N3–M–A1)

Hydra (AK–82), formerly *Eben H. Linnell,* was launched 23 January 1943 under Maritime Commission contract by Penn-Jersey Ship Building Corp., Camden, N.J.; acquired by the Navy 1 January 1943; and commissioned 25 September 1943, Lt. E. F. McCotter, USCGR, in command.

Hydra arrived at Norfolk 1 October to prepare for her shakedown. For the next month she engaged in various operations, including speed trials and target runs in the Chesapeake Bay. She departed Norfolk in early November and sailed into Boston Harbor 5 November to begin transferring process. She decommissioned 19 November 1943 and transferred to the Army the same day. *Hydra* served in the Army as an ammunition ship and was subsequently returned to the Maritime Commission. *Hydra* was renamed *Madison Jordan Manchester* and arrived in the James River 20 August 1947 where she is berthed as part of the National Defense Reserve Fleet.

Hydrangea

(ScTug: t. 224; l. 120'; b. 20'3"; dph. 9'6"; s. 11 k.; a. 1 20-pdr. Parrott r.; 2 12-pdr. how.)

Hydrangea, a wooden steam tug, was built as *Hippodame* in 1862 at Buffalo, N.Y., and purchased by the Navy at New York, from her owner, C. W. Copeland, 16 October 1863. She commissioned at New York Navy Yard 18 April 1864, Ens. C. W. Rogers in command.

Reporting to Hampton Roads for duty with the North Atlantic Blockading Squadron, *Hydrangea* spent May towing monitors and acting as tender to *Onondaga.* She then took up station in the James River, where she acted as a tug and mail boat. Making two trips a day from Deep Bottom, near the front lines, to the large supply base at City Point, she helped support the Union efforts to break the military stalemate around Richmond. *Hydrangea* was then transferred to the South Atlantic Blockading Squadron 23 July 1864, and after repairing reported to Port Royal, S.C., 30 September. She was used as a blockading ship and tug inside the Charleston Bar until the end of the war. *Hydrangea* decommissioned at New York 1 September 1865, and was sold 25 October to S. and J. M. Flanagan. Redocumented *Norman* 4 January 1866, she returned to private service and was stranded and lost off Cape May, N.J., 17 November 1886.

Hydraulic

A former name retained.

(Sp–2584: dp. 30; l. 83'6"; b. 11'6"; dr. 5'6"; s. 13 k.)

Hydraulic, a steam yacht, was built by A. C. Brown Shipbuilding Co., Tottenville, N.Y., and was acquired from her owner Max Zickel of Hoboken, N.J., on a bare boat basis 29 May 1918. She commissioned 17 August 1918, Chief Quartermaster R. F. Supper in command.

Hydraulic was assigned to the 3d Naval District, and served in New York harbor throughout her commissioned career. Her duties included patrolling, transportation of passengers, and relieving port guards on neutral ships in the harbor. The yacht was returned to her owner 23 January 1919.

Hydrographer

One versed in the science of determining and making known the conditions of navigable waters, charting coasts, and surveying rivers.

I

(Str: dp. 146; l. 101'; b. 19'6"; dr. 6'9"; s. 10 k.; cpl. 23; a. 2 3-pdr., 1 mg.)

Hydrographer, a wooden steam launch, was built in 1901 at Port Jefferson, N.Y., and engaged in survey work for the U.S. Coast and Geodetic Survey until coming under Navy jurisdiction in 1917. She continued her surveying duties in the Gulf of Mexico and in addition performed section patrol in 1918. She was returned to the Coast and Geodetic Survey under an Executive order 1 April 1919.

II

(PY–30: dp. 1,044 (f.); l. 164'11"; b. 31'6"; dr. 11'6"; s. 10 k.; cpl.; a. 2 3")

The second *Hydrographer* (PY–30), originally classified PY–30 before commissioning, was built in 1928 by Spear Engine Works, Norfolk, Va., and operated as a survey ship along the Atlantic coast and in the Caribbean for the U.S. Coast and Geodetic Survey. Acquired by the Navy in April 1942, she was converted by Choctaw Boat Works, Ala.; and commissioned as AGS–2 at Mobile 20 May 1942, Comdr. W. M. Scaife, USCGS, in command.

Immediately after commissioning, *Hydrographer* steamed to Newfoundland, where she spent the remainder of 1942 charting the approaches and harbor to the important Allied base at Argentia. She returned to Norfolk 7 November 1942; and, after alterations to fit her for duty in the Pacific, sailed 30 December for San Diego, via the Canal Zone. The survey ship got underway 26 February 1943 for Atka Island, in the Aleutians, and arrived 22 March to carry out a survey of Korovin Bay, in preparation for the spring offensive to come. In April she moved to Adak for more survey work.

As combined forces moved on Attu 11 May, *Hydrographer* moved into the assault area. Steaming into Massacre Bay 12 May, she sent out survey parties to outline transport anchorages and chart shoals. Late in May, she landed parties on tiny Shemya Island to begin work on a bomber strip, after which she returned to Adak. *Hydrographer* also took part in the occupation of Kiska, sailing 13 August and reaching the island 2 days later, only to find that the Japanese had completely evacuated. With the Aleutians secured, the ship continued her all-important survey and sounding work until returning San Diego 22 September 1943.

Hydrographer arrived Pearl Harbor 10 November 1943 to take part in the great push across the Pacific to Japan. She arrived Abemama, in the Gilberts, 24 December and made surveys of the lagoon and anchorages. Makin Island was also surveyed before she moved on to the Marshalls, as the survey ship followed closely behind the amphibious groups. She remained at Kwajalein until May preparing charts; and, after survey work at Roi, sailed 24 July to Guam. Arriving 3 August 1944, *Hydrographer* surveyed Apra Harbor and other coves in the vicinity. During these operations the ship's shore parties were often fired upon by Japanese snipers; but, undaunted, carried out their vital hydrographic work.

As the fleet continued to press toward Japan in a series of striking amphibious successes, *Hydrographer* sailed from Guam 1 October bound for the Palaus. En route she rode out a large typhoon and arriving safely Kossel Passage, 14 October 1944. In the months that followed, the ship charted and surveyed many islands in the southern Palaus, helped to establish anchorages and seaplane landing areas, and buoyed channels. She was occasionally harassed by night raids from the Japanese-held island, and on the night of 9–10 February 1945 helped destroy two swimmers approaching with an explosive raft.

Her work completed 25 February, she sailed via Guam and Pearl Harbor for San Francisco, where she arrived 22 April. The veteran survey ship trained off the West Coast until the end of the war. Getting underway again 16 August 1945, she made further surveys at Eniwetok, Wake, and Kwajalein before sailing from Pearl Harbor for the United States 3 January 1946. Transiting the Panama Canal, she arrived Norfolk 6 March and decommissioned 1 July 1946. She was simultaneously returned to the Coast and Geodetic Survey for peacetime operations.

Hydrographer received three battle stars for World War II Service.

Hydrus

A southern constellation between Horologium and Octans; the Water Snake.

(AKA–28: dp. 4,087 light; l. 426′; b. 58′; dr. 15′6″; s. 17 k.; cpl. 303; a. 1 5″; cl. *Artemis*)

Hydrus (AKA–28) was launched under Maritime Commission contract by Walsh-Kaiser Co., Inc., Providence, R.I., 28 October 1944; sponsored by Mrs. Alexander Hylek; and commissioned 9 December, Lt. Comdr. R. J. Wissinger in command.

Hydrus departed Providence 22 December for Hampton Roads and her shakedown training, completing this phase of her operations early in January 1945. The attack transport got underway 7 January for the Pacific theater, sailing via the Canal Zone to Pearl Harbor, where she arrived 27 January.

With the island campaign in the Pacific then entering its final phases, *Hydrus* sailed 1 February for Guadalcanal to participate in the extensive training operations for the projected invasion of Okinawa, last objective before the mainland itself. Arriving 11 February, she took part in practice landings on Guadalcanal until 15 March, when her group, Task Force 53, sailed for the final staging area, Ulithi. The period after her arrival 21–26 March, was spent in final preparations for the giant invasion, and 27 March found *Hydrus* and other transports of Task Force 53 steaming toward Okinawa with marines and their equipment. They arrived off the beaches 1 April and under the command of Vice Adm. Kelly Turner carried out the successful assault. *Hydrus* discharged her troops and equipment off the Hagushi beaches. Between 1 April and 9 April the ship remained off the bitterly-contested island, often undergoing heavy air attack. She departed 10 April for Guam and Pearl Harbor, arriving in Hawaii 26 April 1945.

Hydrus got underway 5 May for the United States, and arrived San Francisco 6 days later. After loading fresh cargo she once again sailed for Pearl Harbor, arriving 26 May. The next 2 months saw *Hydrus* operate temporarily as an inter-island cargo carrier, transporting supplies of various types among the myriad islands in the Hawaiian chain. After brief repairs, she sailed with a cargo for Christmas Island and Canton Island, but returned to Honolulu 3 August.

Slated for return to the western Pacific, *Hydrus* sailed 7 August for Ulithi and Okinawa. During this passage she received word of the war's end, and arrived Okinawa to unload her cargo 3 September. Except for 16–18 September, when she got underway to ride out the great typhoon, *Hydrus* remained at anchor off Okinawa until 25 September. She then sailed to Manus to embark units of a Marine Air Group for the occupation of the Chinese mainland. The transport arrived Tsingtao 17 October to put ashore her cargo and passengers, thus helping to speed the occupation and help stabilize the explosive internal situation in China. She subsequently embarked additional troops in the Philippines and carried them to Taku, China, 14 November.

Her role in the Chinese occupation over, *Hydrus* was assigned duty with "Magic-Carpet", the gigantic operation for the return of our Pacific veterans. She sailed from Shanghai 6 December and arrived Seattle, Wash., 23 December. Designated for return to the Maritime Commission, the ship sailed 11 January for the East Coast and arrived New York 2 February. There *Hydrus* was selected as a training ship for the New York State Maritime Academy, and steamed up the East River to Fort Schuyler 6 March 1946. She decommissioned there 26 March and became *Empire State II*.

After a 10-year career as a training ship for future maritime officers, the ship was placed in the Maritime Commission's National Defense Reserve Fleet in June 1956. She remained there until being sold in April 1964 to Union Minerals & Alloys Corp., of New York, and scrapped.

Hydrus received one battle star for World War II service.

Hylan, John F., see *Nahant* (No. 1250)

Hyman

Willford Milton Hyman was born in Pueblo, Colo., 16 August 1901, and graduated from the Naval Academy in 1924. He first served in battleship *New Mexico*, and in the years before World War II, was assigned to many ships and a variety of shore stations, including the Office of Naval Operations. He assumed command of destroyer *Sims* 6 October 1941. After convoy escort duty in the Atlantic, *Sims* moved to the Pacific in early 1942. In May, as the Japanese threatened to extend their conquest to Port Moresby, the ship was operating with oiler *Neosho* in a fueling group for Admiral Fletcher's vital carriers. While the carrier fleets maneuvered for position, Japanese planes found *Neosho* and *Sims* in the Coral Sea; and, thinking they were carrier and escort, attacked in strength. After Lt. Comdr. Hyman fought his ship through 2 air raids with great skill, 36 Japanese planes attacked the 2 ships. *Sims* took three 500-lb. bomb hits in this third attack. Realizing that the destroyer was damaged beyond repair, Hyman ordered "abandon ship" but remained on the bridge, calmly directing the evacuation until going down with his ship. The sacrifice of his ship and *Neosho* had much to do with saving the Navy's carriers in the widely separated engagements known as the Battle of the Coral Sea. Lieutenant Commander Hyman received the Navy Cross for his heroic service.

(DD–732: dp. 2,200; l. 376′; b. 41′1″; dr. 15′8″; s. 34 k.; cpl. 336; a. 6 5″, 11 20mm., 10 21″ tt., 6 dcp., 2 dct.; cl. *Allen M. Sumner*)

Hyman conducted exhaustive shakedown training off Bermuda and in Casco Bay, Maine, before sailing from Boston 18 September to join the Pacific war. She steamed via the Canal Zone and San Diego to Pearl Harbor 12 October 1944. During the next few months she was occupied with training exercises, including practice amphibious assaults, and escort voyages to the advance base at Eniwetok.

As the amphibious pincers, one reaching across Micronesia and the other pushing through the Philippines, closed on Japan in early 1945, the island of Iwo Jima became a prime objective. *Hyman* sailed 27 January 1945, with the transports of Kelly Turner's expeditionary force, touching at Eniwetok before carrying out on Saipan a final rehearsal of the great Iwo Jima landing. On the morning of 19 February, the destroyer formed part of the screen for the transports; and, as the first wave landed, she turned her 5-inch guns shoreward and opened fire to provide support for the assaulting troops. She blasted enemy troops and bunkers until 23 February, when she made an antisubmarine sweep south of Iwo Jima. The next day, after returning to gunfire support station, *Hyman* fought off a fierce air attack. Fire support duties continued until the destroyer sailed for Leyte Gulf 2 March 1945. There she took part in practice bombardments for the upcoming invasion of Okinawa.

Hyman sailed with Admiral Hall's Southern Attack

Force 27 March 1945 and arrived Okinawa 1 April. As troops landed she took station off the transport area, protecting the American ships from enemy submarines and planes. In the following days she fought off several air attacks and on 5 April, led a search group hunting a reported midget submarine. Next day the ship was attacked in company with other picket and patrol ships west of Ie Shima as the Japanese made desperate suicide attacks in hopes of stopping the landing. Shooting at attacking planes on all sides, *Hyman* downed several before a damaged aircraft crashed near her torpedo tubes, its engine exploding on the main deck. While fighting fire and flooding, *Hyman* helped down two more suiciders before the engagement ended, leaving 10 of her men killed and over 40 wounded.

After emergency repairs at Kerama Retto 7 April arrived Saipan 11 days later. From there she steamed on one engine to San Francisco, arriving 16 May 1945.

The battle-tested destroyer was ready for sea again in late July 1945; and, after training exercises, sailed to Pearl Harbor, where she arrived the day of the Japanese surrender, 15 August. *Hyman* performed plane-guard duties in Hawaiian waters until arriving Kwajalein 5 September to assist in receiving the surrender of outlying Pacific islands. She received the surrender of Japanese forces on Kusaie 8 September and Ponape 11 September. Captain Momm, division commander on *Hyman*, assumed duties as military governor of Ponape next day. The ship remained as station ship, assisting in the occupation and repatriation until arriving Eniwetok 26 December 1945. After exercises out of Yokosuka early in 1946, the ship sailed via California and the Canal Zone to Casco Bay, Maine, where she arrived 16 April 1946. *Hyman* took part in antisubmarine training operations in the Caribbean through the end of 1946, and sailed for her first deployment to the Mediterranean 2 February 1947. During the next few months she visited many ports, helping to stabilize this troubled area then threatened by Communist aggression and subversion, before returning to Newport 14 August 1947. For the next year she operated in coastal waters, but sailed 13 September 1948 with a carrier and cruiser group for the Mediterranean. The ships supported the U.N. Peace Force in Palestine, showing American determination to maintain the peace. After this important cruise *Hyman* returned to Newport 23 January 1949.

Through 1949 and 1950 the veteran destroyer was assigned to reserve training duty out of Algiers, La., and on this duty she steamed for 2-week periods giving valuable training for reserve officers and men. With the outbreak of the Korean conflict in June 1950, *Hyman* engaged in maneuvers and training in the Caribbean, ending her reserve duty in September. After another cruise to the Mediterranean 6 March to 7 June 1951 she prepared for Korean duty, getting underway from Newport 2 October 1951. *Hyman* steamed with her division via the Panama Canal, San Diego, and Hawaii, arriving Yokosuka 31 October.

With the ground war in Korea then in stalemate, fleet air power, and surface bombardment carried much of the fight to the Communist enemy. *Hyman* arrived Wonsan for shore bombardment 6 November, remaining in the area until 19 November, when she moved farther out to sea as plane guard for Australian carrier *Sydney*. Returning to Wonsan Harbor the destroyer engaged in a gunnery duel with batteries on Kalmo Pando peninsula 24 November, sustaining minor shrapnel damage during the close-in exchange. She carried out search and rescue duties into December when she joined Task Force 77 in the sea of Japan during interdiction strikes on North Korea. *Hyman* returned to Yokosuka 22 February 1952 and soon afterward embarked on the long cruise home, completing her round the world voyage at Newport 21 April after visiting Ceylon, Saudi Arabia, Italy, and France.

The veteran ship sailed again for Mediterranean waters 7 January 1953. On this cruise she took part in joint operations with British and French ships, returning to her home port 24 May 1953. During 1954 and 1955 *Hyman* took part in antisubmarine operations in the Caribbean and Atlantic. In 1956 she cruised to the Caribbean with midshipmen on training operations, and participated in NATO maneuvers off the Virginia Capes in May. In June 1957 the ship was part of the International Naval Review at the Jamestown Festival, commemorating the 350th anniversary of the first permanent English settlement in the New World.

After another Midshipman cruise, *Hyman* sailed 29 November 1957 for the Mediterranean, visiting various eastern Mediterranean ports with the 6th Fleet in its ceaseless effort to maintain peace and freedom in the region. She returned to the United States 12 April 1958 and for the remainder of the year was occupied with NATO exercises in the North Atlantic and antisubmarine training. Operations in home waters continued until 4 August 1960, when *Hyman* again sailed for duty with the 6th Fleet. In April 1961 the ship steamed west of the Azores as a station ship in America's historic Project Mercury.

During 1962 the destroyer made another cruise to Mediterranean and Middle Eastern ports, operating with naval units from many navies. While *Hyman* was undergoing repairs in October, the introduction of offensive missiles into Cuba precipitated another cold-war crisis, and the ship steamed to join the quarantine just as it was lifted in late November. Sea power again proved the strength and shield of American security.

Hyman sailed to Costa Rica in March 1963 in connection with President Kennedy's visit to that Central American country; and, after antisubmarine exercises, proceeded to waters east of Cape Canaveral for another Project Mercury assignment. She acted as part of the recovery group on Maj. L. Gordon Cooper's successful orbital flight. During the remainder of the year the ship conducted training exercises in the Caribbean.

During 1964 *Hyman* participated in ASW exercises and served as surveillance ship in Cuban waters. She entered Boston Naval Shipyard in April and departed for her 11th deployment with the 6th Fleet on 27 November. *Hyman* returned to Newport 13 March 1965 and received a new training assignment for Naval Reservists. This at sea training keeps her busy on the eastern seaboard, a vital link in keeping the U.S. Navy always at the ready.

While conducting training exercises in mid-September 1965, *Hyman* was ordered to search for a chlorine barge lost in the Mississippi river during Hurricane "Betsy." Although damaged by the same hurricane that sunk the barge, *Hyman* searched the Mississippi River for a week. Sonar sweeps and fathometer traces located the barge with its deadly gas near Baton Rouge, La., 17 September. With a job well done, *Hyman* went to Orange, Tex., for hull repairs. Training of Naval Reservists kept *Hyman* busy into 1967.

Hyperion

A satellite of Saturn named for one of the Titans of Greek mythology, the son of Uranus and Gaea and the father of Helios, the sun-god.

(AK–107: l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 206; a. 1 5", 1 3"; cl. *Crater*)

Hyperion (AK–107), formerly liberty ship SS *Christopher C. Andrews*, was launched 24 June 1943 by Permanente Metals Corp., Richmond, Calif.; sponsored by Mrs. Percy Lindt; acquired by the Navy from WSA 10 July 1943; and commissioned 25 August 1943 at San Diego, Lt. Comdr. C. C. Newman in command.

With gasoline barge YOG–85 in tow, *Hyperion* sailed for the Pacific 18 September on what was to be a memorable voyage. During the 42-day trip, the tow was lost twice; lightning struck the mainmast; a crewman was lost in high seas; and emergency flares were spotted but nothing was found. *Hyperion* finally reached Espiritu Santo, New Hebrides 30 October 1943. The following half year saw the cargo ship shuttling among the Solomon Islands bringing valuable supplies—gasoline, diesel oil,

rolling stock, foodstuffs—to the staging area for some of the Pacific's most hard-fought campaigns.

On 5 April 1944 *Hyperion* steamed from the Solomons with 45 passengers in addition to her usual cargo of oil and supplies. Arriving 10 April at Emirau Island in the Bismarcks, occupied only 3 weeks earlier, *Hyperion* discharged cargo by day and steamed out to safety at night. She then returned to her valuable work in the staging areas, operating between New Caledonia, Guadalcanal, New Zealand, and the Bismarcks.

In the fall of 1944, as the war advanced steadily across the Pacific and culminated in the climactic Battle of Leyte Gulf, one of the greatest naval engagements of all time, *Hyperion* had her first taste of battle. Departing Espiritu Santo 22 September, *Hyperion* picked up stores at Tulagi and joined TG 78.8's reinforcement group which supported Admiral Daniel Barbey's Northern Attack Force TF 78. She sailed into Leyte Gulf in a 33-ship convoy 29 October, only 3 days after the conclusion of that great battle. During the next fortnight, *Hyperion* went to general quarters 87 times, fought off 37 Japanese air attacks, and splashed 2 enemy planes.

Another tour of duty shuttling cargo in the staging area between New Zealand and New Caledonia ended in late April 1945 as *Hyperion* loaded 6,500 tons of Army engineering equipment at Noumea and steamed for Okinawa, still the scene of bloody fighting. During the 18 days it took her to discharge cargo at Okinawa 8 May, *Hyperion* witnessed naval bombardments of the Japanese positions on the island, the battles of Naha and Shuri, and countless kamikaze attacks—she was anchored less than 500 yards from *New Mexico* when two suicide planes damaged the battleship 12 May.

As the war drew to a close, *Hyperion* sailed for San Francisco 4 August 1945 ending 2 years of continuous service in the Pacific. The cargo ship had steamed some 75,225 nautical miles, carried 150,000 tons of cargo, transported over 1,000 passengers, made 62 voyages to 29 islands and 37 ports, and had fought at Leyte and Okinawa. *Hyperion* had crossed the equator six times and the international date line four times (she celebrated two Fourths of July in 1944!).

After minor repairs at San Francisco, which she reached 24 August, *Hyperion* sailed for the East Coast via the Panama Canal. Reaching Norfolk 24 October 1945, she decommissioned 16 November and was returned to WSA the following day. *Hyperion* was placed in the Maritime Commission National Defense Reserve Fleet, and was berthed in the James River until she was scrapped in 1961.

Hyperion received three battle stars for World War II service.

I

I. J. Merritt

A former name retained.

(Str: l. 174'; b. 34'; dr. 13'6"; s. 11 k.)

I. J. Merritt, a salvage steamer, was launched 8 February 1919 by Brown's Shipyard, Staten Island, N.Y. She was taken over by the Commandant of the 3d Naval District 27 August 1919. After a period of limited service she was sold to the Merritt, Chapman, & Derrick Wrecking Co. 13 December 1919.

I. N. Seymour, see *Isaac N. Seymour*

Iberville, see *Hyades* (AF–28)

Ibex

A variety of wild goat found in Europe, Asia, and Africa.

I

(SwStr: t. 235; l. 157'; b. 33'; dph. 4'6"; a. 2 30-pdr. P.r., 2 12-pdr. r., 4 24-pdr. how.)

Ibex, a tinclad, side-wheel gunboat formerly called *Ohio Valley*, was built at Harmer, Ohio, in 1863 and was purchased by the Navy at Cincinnati, Ohio, from Theodore Johnson 10 December 1864; and commissioned at Mound City, Ill., 4 April 1865, Lt. Comdr. R. L. May in command.

After fitting out as a gunboat at Mound City, *Ibex* was ordered to Memphis for duty with the Mississippi Squadron's 8th District 29 April 1865. She served faithfully in the Mississippi assisting Rear Admiral S. P. Lee in attending to many of the innumerable tasks entailed in closing the Mississippi Squadron. *Ibex* decommissioned at Mound City 5 August and was sold at public auction to Thompson Dean 17 August 1865. She was redocumented *Harry Dean* 5 October 1865 and lost when she exploded at Gallipolis, Ohio, 3 January 1868.

II

(IX–119: dp. 14,500 (lim.); l. 441'6"; b. 56'11"; dr. 28'4"; s. 11 k.; cpl. 176; a. 1 5", 1 3", 8 20mm.; T. EC2–S–C1)

The second *Ibex* (IX–119) was laid down as *Nicholas Longworth* under a Maritime Commission contract by the California Shipbuilding Corp., Wilmington, Calif., 16 October 1943; renamed *Ibex* 27 October; launched 15 November; sponsored by Mrs. A. T. Olson; acquired by the Navy 13 December 1943; and commissioned the same day, Lt. Comdr. John L. Frazer in command.

After shakedown off the West Coast, *Ibex* departed San Pedro 23 January 1944, arriving Noumea, New Caledonia, 18 February. Operating as a floating storage ship, she transported gasoline and lube oil in the South Pacific for the next 8 months. From October until the end of World War II she operated with Servron 8, 3d Fleet, which supplied the fighting units during the most crucial months of the war.

After VJ day she remained in the Far East servicing the occupation forces; then returned to the United States early in 1946. *Ibex* decommissioned at Norfolk 28 June 1946 and was returned to the Maritime Commission on the 30th. In 1948 she was sold to T. J. Stevenson Co., Inc. and renamed *Helen Stevenson.*

Ibis

A wading bird related to the heron.

I

(SP–3051: t. 299; l. 141'5"; b. 23'3"; dr. 13'6"; s. 11 k.; a. 1 3", 2 mg.)

The first *Ibis* (SP–3051), a trawler formerly named *Sea Gull*, was built in 1917 by Globe Shipbuilding Co., Superior, Wis.; acquired by the Navy in June 1918 from her owner, the Atlantic Coast Fisheries Co., of New York City. She was commissioned 19 August 1918.

Ibis was used as minesweeper during the months that followed, operating in the 1st Naval District. She was returned to her owner 3 March 1919.

II

(AM–134: dp. 590; l. 147'; b. 26'; dr. 13'; s. 12 k.; a. 2 6-pdr.)

The second *Ibis* (AM–134), a converted steel-hulled trawler, was built as *Tidc* in 1937 by the Bethlehem Shipbuilding Co., Quincy, Mass.; acquired from her owner, General Sea Foods Corp., of Boston, 1 January 1942; and commissioned 23 May 1942, Lt. F. G. Crane in command.

Ibis was assigned to Woods Hole Section Base, Mass., as a training ship until spring 1943, when she took up minesweeping duties out of Newport, R.I. She decommissioned 1 May 1944. Her name was struck from the Navy List 16 September 1944 and she transferred to the Maritime Commission. She was subsequently sold to General Foods Corp., Boston, Mass.

Ice Boat

(Str: cpl. 50; a. 4 32-pdr.)

Ice Boat, also known as *Refrigcrator* and *Release*, was owned by the city of Philadelphia and offered to the Navy free of expense soon after the outbreak of the Civil War. She was placed in service at Philadelphia 23 April 1861, Comdr. Oliver S. Glisson in command.

She departed Philadelphia the same day to protect the landing of troops at Annapolis to encourage Maryland's adherence to the Union and to be available for the defense of Washington. *Ice Boat* was ordered to Washington for duty in the Potomac 21 May arriving 2 days later. Most of her service was off Aquia Creek where she labored to stop trade across the Potomac between Virginia and Maryland, occasionally engaging Confederate batteries on the Virginia shore. News of the Union Army's defeat at the First Battle of Bull Run caused *Icc Boat*'s return to Washington to defend the Nation's Capital. A fortnight later the ship was back off Aquia Creek where she remained until she was returned to her owner late in November 1861.

Ice King

(No. 3160: dp. 10,562 n.; l. 392'6"; b. 52'; dr. 23'8"; s. 10 k.; cpl. 86; a. 1 5", 1 3")

Ice King was launched as *War Unit* 22 December 1917 by Standard Shipbuilding Co., New York City, under Shipping Board contract with Cunard Steamship Co., acquired by Navy 2 July 1918 and commissioned next day at Brooklyn, Lt. Comdr. N. Fogarty in command. She carried the name *Passaic* in 1918 but was renamed *Ice King* shortly before commissioning.

Assigned to NOTS on Army account, *Ice King*, a refrigerator ship, transported vital supplies and foodstuffs to Allied troops in Europe. Departing Halifax 19 July, she sailed in convoy through the dangerous North Atlantic; and, while en route from Brest to Quiberon Bay 3 August, maneuvered clear of two torpedoes from a German U-boat. She continued to ply the Atlantic, making five more voyages to France before decommissioning 26 May 1919. *Icc King* was returned to the Shipping Board for service until laid up in 1923. The ship subsequently entered merchant service as *Georgian* and later as *Hilton*, for A. H. Bull Lines, until scrapped in 1950.

Icefish

Any member of the family *Salangidae*, small smeltlike fishes of China and Japan. Also known as whitebait.

(SS–367: dp. 1,526; l. 311'9"; b. 27'3"; dr. 15'3"; s. 21 k.; cpl. 66; a. 1 5", 1 40mm., 1 20mm., 2 .50 cal. mg., 10 21" tt.; cl. *Perch*)

Icefish (SS–367) was launched 20 February 1944 by Manitowoc Shipbuilding Co., Manitowoc, Wis.; sponsored by Mrs. Stanley P. Mosely, wife of Captain Mosely; and commissioned 10 June 1944, Comdr. Richard W. Peterson in command.

After trials and diving tests in Lake Michigan, voyages down the Mississippi in the wake of Huckleberry Finn, and shakedown out of New Orleans, *Icefish* joined the Pacific Fleet at Pearl Harbor 22 August. Assigned to Vice Admiral Lockwood's Task Force 17 (Supporting Submarines Pacific Fleet), she joined "Banister's Beagle's" (consisting of Comdr. A. B. Banister in *Sawfish* and *Drum*) and departed 9 September on her first war patrol which took her into Luzon Straits and the South China Sea. October 1944 was a peak month in the war of U.S. submarines on Japanese shipping: 322,265 tons were sunk, and almost one-third of that total consisted of tankers. In October *Icefish* and *Drum* together sank 26,901 tons of enemy shipping in "Convoy College," code name for the area extending across the East China Sea from Luzon Strait to Formosa and the coast of China. *Icefish* sank a 4,000-ton cargo vessel on 23 October and on 26 October she was credited with sinking a transport of 10,000 tons. She terminated her first war patrol at Majuro, Marshall Islands, 13 November.

Icefish departed Majuro 8 December on her second war patrol in company with *Spot* and *Balao*. This patrol lasted 43 days with no results and she was forced to return to Pearl Harbor 20 January 1945 due to materiel difficulties. The third war patrol began 20 February when she departed Pearl Harbor with *Sawfish* and *Kingfish*. This patrol was also conducted in the East China Sea, northeast and east of Formosa. As the war was coming to an end and Japanese shipping had dwindled away largely due to our Silent Service, *Icefish*'s third war patrol terminated after 60 days at Apra Harbor, Guam.

Her fourth war patrol was conducted in the Hainan, Hong Kong, Formosa, Siam Gulf, and Java Sea areas. This patrol lasted 46 days with no contacts. Japan's sea arteries had withered away under the relentless attack of the U.S. Navy, and with it her dreams of empire and victory.

Instead *Icefish* carried out another very useful function of our submarines. On 7 June with a PBY Catalina for air cover, she rescued six Army aviators off the coast of Formosa. *Icefish* arrived Fremantle 4 July for refit by *Clytie* and sailed 29 July for her fifth war patrol. En route to station 7 August a small diesel lugger of 15 tons was intercepted. The crew consisted of two Japanese, two Eurasians, and five Chinese. One Japanese jumped overboard rather than be captured; the rest were taken on board *Icefish*. The lugger was sunk by gunfire.

Icefish arrived Tanapag Harbor, Saipan, 22 August 1945, thus ending her fifth and last war patrol. She departed Saipan 1 September arriving San Francisco the 18th. *Icefish* decommissioned at Mare Island 21 June 1946 and jointed the Reserve Fleet.

Recommissioned at Mare Island 5 June 1952, *Icefish* transited the Canal Zone and arrived Groton, Conn., 14 July. She decommissioned there 29 July 1952 and once again joined the Reserve Fleet. Recommissioned 10 December 1952 at Groton, she remained in that area conducting various tests until 21 February 1953 when she was decommissioned and transferred to the Netherlands. She serves as *Walrus* (S–802).

Icefish received four battle stars for World War II service.

Ida

A former name retained.

(StTug: t. 104; a. 1 gun)

Ida was chartered by the Navy in New Orleans 3 February 1863 and purchased 6 March. She was assigned to the mortar flotilla for use as a dispatch vessel and for towing the motor boats in the swift and tricky currents of the Mississippi. She operated primarily below Port Hudson, maintaining communication between the flotilla and the squadron flagship. She was also used commandeering and towing off any boats suitable for military use found in the river.

She came under fire while assisting *Iberville* 3 July but escaped damage. After Port Hudson fell 9 July clearing the entire Mississippi for Union shipping, *Ida* continued

to operate in the lower river towing oceangoing vessels between the mouth of the river and New Orleans.

Early in 1865 she was ordered to Mobile Bay, where she arrived 1 February. Two weeks later she took on board two smoothbore howitzers in preparation for picket duty.

While clearing the main channel of Mobile Bay, *Ida* struck a torpedo mine which crushed the timbers on her starboard side, burst her boilers, and tore up her decks 13 April 1865. In a few moments she flooded and sank in midchannel. Three members of her crew were killed and two were wounded. Her wrecked hull was sold 11 September 1865.

Ida and Joseph, see *YP–376*

Idaho

The 43d State of the Union, admitted in 1890.

I

(Ship: dp. 3,241; l. 298′; b. 44′6″; dr. 16′; s. 15 k.; a. 8 guns)

The first *Idaho* was launched as a wooden steam sloop 8 October 1864 by George Steers of New York. Her twin-screw machinery was of a novel design by E. N. Dickerson and was built by Morgan Iron Works. She was completed in 1866 but upon trials in May was found to be far slower than the contract speed of 15 knots, having been in commission between 2 April and 26 May under the command of Captain John L. Worden. A board of Naval Officers recommended her rejection, but Dickerson appealed to Congress and obtained a resolution in February 1867 for her purchase by the Navy. She was subsequently converted to a full-rigged sailing ship at New York and recommissioned 3 October 1867, Lt. Edward Hooker in command.

The converted *Idaho* was one of the fastest sailing ships of her day, and sailed 1 November 1867 for Rio de Janeiro. From there she continued the long voyage to the Far East, arriving Nagasaki 18 May 1868. The ship remained there for 15 months as a store and hospital ship for the Asiatic Squadron.

In mid-August 1869 *Idaho* moved to Yokohama to prepare for the long voyage back to the United States, and soon afterward, 20 September, she got underway for San Francisco. Next day, however, the ship was hit by a raging typhoon. Her masts were carried away and her hull was severely damaged, but the stout ship stayed afloat and was brought back to Yokohama by her crew. Little more than a hulk, the gallant *Idaho* remained in the harbor until decommissioning 31 December 1873. She was sold in 1874 to East Indies Trading Co.

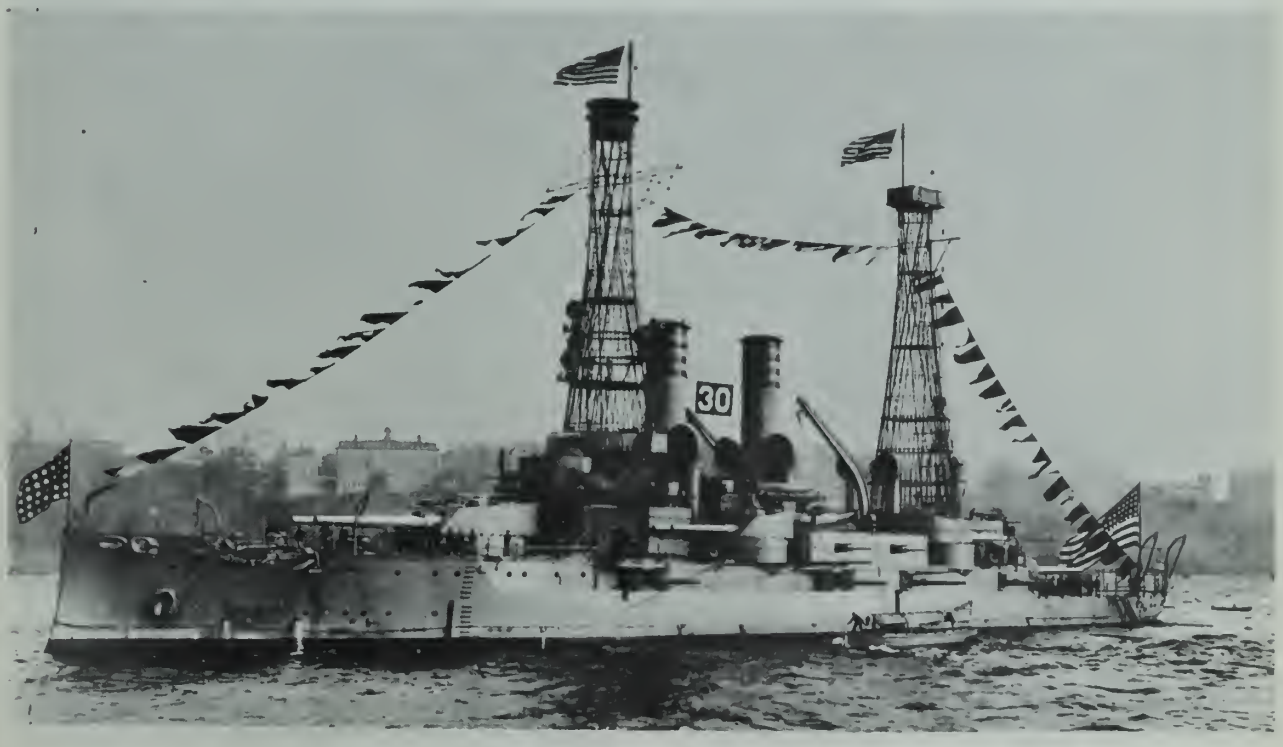
II

(BB–24: dp. 13,000 n.; l. 382′; b. 77′; dr. 24′8″; s. 17 k.; cpl. 744; a. 4 12″, 8 8″, 8 7″, 12 3″, 2 21″ tt.; cl. *Mississippi*)

The second *Idaho* (BB–24) was launched by William Cramp & Sons, Philadelphia, 9 December 1905; sponsored by Miss Louise Gooding, daughter of the Governor of Idaho; and commissioned at Philadelphia Navy Yard 1 April 1908, Captain S. W. B. Diehl in command.

The new battleship conducted a shakedown cruise to Cuba April–May 1908, and after a visit to Panama returned to Philadelphia for alterations. The ship took part in the giant naval review in Hampton Roads 22 February 1909 celebrating the return of the Great White Fleet from its around the world cruise. In March she returned to the Caribbean for maneuvers, continuing to take part in training operations until October 1910. *Idaho* sailed 29 October for exercises in British and French waters, and upon her return participated in gunnery exercises in Chesapeake Bay 19 to 23 March 1911.

Idaho sailed from Philadelphia 4 May 1911 for a cruise up the Mississippi River to Louisiana ports. She then steamed to the east coast of Florida for battleship maneuvers, and continued to operate off the coast and in the Caribbean until entering the reserve at Philadelphia 27 October 1913. There she remained until 9 May 1914, when the ship sailed to the Mediterranean with midshipmen for at sea training. After visiting various ports



USS *Idaho* (BB–24) on review at New York October 1912

in North Africa and Italy and carrying out a rigorous training program, *Idaho* arrived Villefranche 17 July 1914, transferred her crew to *Maine*, and decommissioned 30 July. She was turned over to the government of Greece, whom she served as coastal defense ship *Kilkis* until being sunk in Salamis harbor by German aircraft in April 1941.

III

(SP–545: t. 23; l. 60′; b. 12′6″; dr. 4″; s. 11 k.; a. 1 mg.)

The third *Idaho* (SP–545), a motor boat, was built in 1907 by Stearns & McKay, Marblehead, Mass.; acquired from her owner, W. W. Vensel of Pittsburgh, in June 1917; and commissioned at Cape May, N.J., 12 July 1917, Chief Quartermaster W. H. Naylor, USNRF, in command.

Idaho was assigned to the 4th Naval District for patrol and general duties, serving on harbor entrance patrol and submarine net patrol in the Cape May and Philadelphia areas. She was out of commission during the winter of 1917–18, and finally returned to her owner 30 November 1918.

IV

(BB–42: dp. 32,000 n.; l. 624′; b. 97′5″; dr. 30′; s. 21 k.; cpl. 1,081; a. 12 14″, 14 5″, 4 3″, 2 21″ tt.; cl. *New Mexico*)

The fourth *Idaho* (BB–42) was launched by New York Shipbuilding Corp., Camden, N.J., 30 June 1917; sponsored by Miss H. A. Limons, granddaughter of the Governor of Idaho; and commissioned 24 March 1919, Captain C. T. Vogelgesang in command.

Idaho sailed 13 April for shakedown training out of Guantanamo Bay, and after returning to New York received President Pessoa of Brazil for the voyage to Rio de Janeiro. Departing 6 July with her escort, the battleship arrived Rio 17 July 1919. From there she set course for the Panama Canal, arriving Monterey, Calif., in September to join the Pacific Fleet. She joined other dreadnaughts in training exercises and reviews, including a Fleet Review by President Wilson 13 September 1919. In 1920 the battleship carried Secretary Daniels and the Secretary of the Interior on an inspection tour of Alaska.

Upon her return from Alaska 22 July 1920 *Idaho* took part in fleet maneuvers off the California coast and as far south as Chile. She continued this important training until 1925, taking part in numerous ceremonies on the West Coast during the interim. *Idaho* took part in the fleet review held by President Harding in Seattle shortly before his death in 1923. The battleship sailed 15 April 1925 for Hawaii, participated in war games until 1 July, and then got underway for Samoa, Australia, and New Zealand. On the return voyage *Idaho* embarked gallant Comdr. John Rodgers and his seaplane crew after their attempt to fly to Hawaii, arriving San Francisco 24 September 1925.

For the next 6 years *Idaho* operated out of San Pedro on training and readiness operations off California and in the Caribbean. She sailed from San Pedro 7 September 1931 for the East Coast, entering Norfolk Navy Yard 30 September for modernization. The veteran battleship received better armor, "blister" antisubmarine protection, better machinery, and tripod masts during this extensive overhaul, and was readied for many more years of useful naval service. After completion 9 October 1934 the ship conducted shakedown in the Caribbean before returning to her home port, San Pedro, 17 April 1935.

As war clouds gathered in the Pacific, the fleet increased the tempo of its training operations. *Idaho* carried out fleet tactics and gunnery exercises regularly until arriving with the battle fleet at Pearl Harbor 1 July 1940. The ship sailed for Hampton Roads 6 June 1941 to perform Atlantic neutrality patrol, a vital part of U.S. policy in the early days of the European fighting. She moved to Iceland in September to protect American advance bases and was on station at Hvalfjordur when the Japanese attacked Pearl Harbor 7 December 1941 and catapulted America into the war.

Idaho and sister ship *Mississippi* departed Iceland 2 days after Pearl Harbor to join the Pacific Fleet, and arrived San Francisco via Norfolk and the Panama Canal 31 January 1942. She conducted additional battle exercises in California waters and out of Pearl Harbor until October 1942, when she entered Puget Sound Navy Yard to be regunned. Upon completion of this work *Idaho* again took part in battle exercises, and sailed 7 April 1943 for operations in the bleak Aleutians. There she was flagship of the bombardment and patrol force around Attu, where she gave gunfire support to the Army landings 11 May 1943. During the months that followed she concentrated on Kiska, culminating in an assault 15 August. The Japanese were found to have evacuated the island in late July, thus abandoning their last foothold in the Aleutians.

Idaho returned to San Francisco 7 September 1943 to prepare for the invasion of the Gilbert Islands. Moving to Pearl Harbor, she got underway with the assault fleet 10 November and arrived off Makin Atoll 20 November. She supported the fighting ashore with accurate gunfire support and antiaircraft fire, remaining in the Gilberts until sailing for Pearl Harbor 5 December 1943.

Next on the Pacific timetable was the invasion of the Marshalls, and the veteran battleship arrived off Kwajalein early 31 January to soften up shore positions. Again she hurled tons of shells into Japanese positions until 5 February, when the outcome was one of certain victory. After replenishing at Majuro she bombarded other islands in the group, then moved to Kavieng, New Ireland, for a diversionary bombardment 20 March 1944.

Idaho returned to the New Hebrides 25 March, and after a short stay in Australia arrived Kwajalein with a group of escort carriers 8 June. From there the ships steamed to the Marianas, where *Idaho* began a preinvasion bombardment of Saipan 14 June. With this brilliantly executed landing assault underway 15 June, the battleship moved to Guam for bombardment assignments. As the American fleet decimated Japanese carrier air power in the Battle of the Philippine Sea 19 to 21 June, *Idaho* protected the precious transport area and reserve troop convoys. After returning briefly to Eniwetok 28 June to 9 July the ship began preinvasion bombardment of Guam 12 July, and continued the devastating shelling until the main assault eight days later. As ground troops battled for the island, *Idaho* stood offshore providing vital fire support until anchoring at Eniwetok 2 August 1944.

The ship continued to Espiritu Santo and entered a floating dry dock 15 August for repairs to her "blisters." After landing rehearsals on Guadalcanal in early September, *Idaho* moved to Peleliu 12 September and began bombarding the island, needed as a staging base for the invasion of the Philippines. Despite the furious bombardment, Japanese entrenchments gave assault forces stiff opposition, and the battleship remained off Peleliu until 24 September providing the all-important fire support for advancing marines. She then sailed for Manus and eventually to Bremerton, Wash., where she arrived for needed repairs 22 October 1944. This was followed by battle practice off California.

Idaho's mighty guns were needed for the next giant amphibious assault on the way to Japan. She sailed from San Diego 20 January 1945 to join a battleship group at Pearl Harbor. After rehearsals she steamed from the Marianas 14 February for the invasion of Iwo Jima. As marines stormed ashore 19 February *Idaho* was again blasting enemy positions with her big guns. She remained off Iwo Jima until 7 March, when she got underway for Ulithi and the last of the great Pacific assaults—Okinawa.

Idaho sailed 21 March 1945 as part of Rear Admiral Deyo's Gunfire and Covering Group and flagship of Bombardment Unit 4. She arrived offshore 25 March and began silencing enemy shore batteries and pounding installations. The landings began 1 April, and as the Japanese made a desperate attempt to drive the vast fleet away with suicide attacks, *Idaho*'s gunners shot down numerous planes. In a massed attack 12 April the battle-

ship shot down five kamikazes before suffering damage to her port blisters from a near-miss. After temporary repairs she sailed 20 April and arrived Guam five days later.

The veteran of so many of the landings of the Pacific quickly completed repairs and returned to Okinawa 22 May to resume fire support. *Idaho* remained until 20 June 1945, then sailed for battle maneuvers in Leyte Gulf until hostilities ceased 15 August 1945.

Idaho made her triumphal entry into Tokyo Bay with occupation troops 27 August, and witnessed the signing of the surrender on board *Missouri* 2 September. Four days later she began the long voyage to the East Coast of the United States, steaming via the Panama Canal to Norfolk 16 October 1945. She decommissioned 3 July 1946 and was placed in reserve until sold for scrap 24 November 1947 to Lipsett Inc., of New York City.

Idaho received seven battle stars for World War II service.

Idaho-Eider, see *YP–198*

Idalia, see *YP–451*

Idalis

A former name retained.

(SP–270: t. 40; l. 67'8"; b. 14'2"; dr. 3'; s. 10 k.; a. 1 1-pdr.)

Idalis (SP–270), a motor yacht, was built in 1908 by Gas Engine & Power Co., Morris Heights, N.Y. Originally *Idalis*, she was acquired by the Navy in June 1917 as *Amalia IV* from her owner, Carl Reinschild of New York City; renamed *Idalis*, she commissioned 25 August 1917, Lt. G. C. Fry, USNRF, in command.

Assigned to the 3d Naval District, *Idalis* served as a patrol craft in Long Island Sound and as training ship for officers at the Naval Reserve Training School, Pelham Bay Park, N.Y. She continued these duties until the close of the war, and was returned to her former owner 22 March 1919.

Ideal

A standard of perfection, beauty, or excellence.

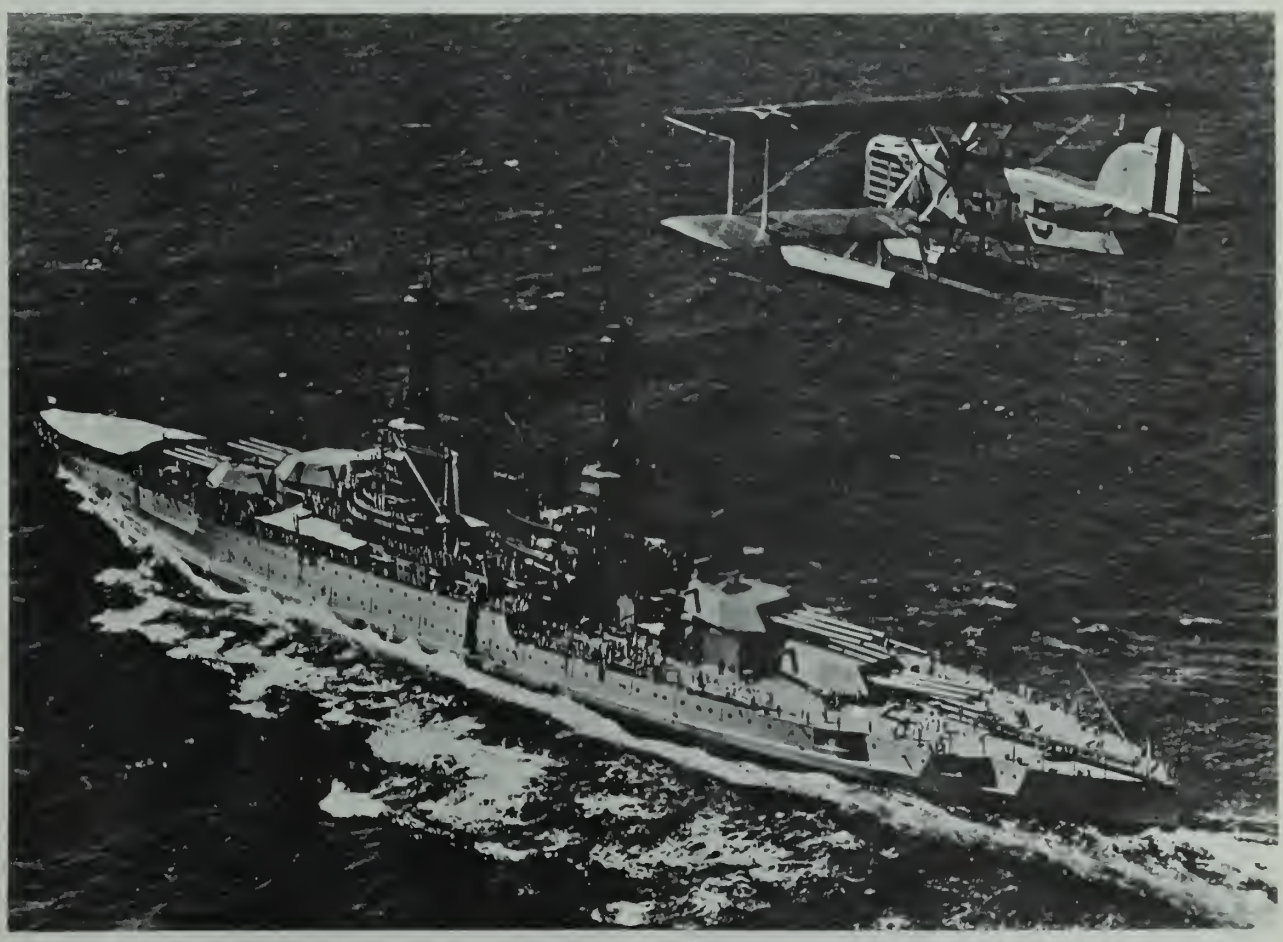
(AMc–85: dp. 195; l. 97'1"; b. 22'; dr. 9'1"; s. 10 k.; cpl. 17; cl. *Accentor*)

Ideal (AMc–85), a wooden-hulled coastal minesweeper, was laid down 4 June 1941 by Warren Boat Yard, Inc., Warren, R.I., launched 20 September 1941; sponsored by Miss Edith C. Alder; and placed in service at Boston 24 April 1942.

After shakedown out of Boston, *Ideal* reported to Mine Warfare School, Yorktown, Va., 11 May 1942. The ship served subsequently in the 8th Naval District at Burrwood, La., and in the 5th Naval District as a mine warfare training ship. She returned to Norfolk 26 May 1946 and decommissioned there 10 June 1946. *Ideal* was turned over to the Maritime Commission 26 December 1946.

Idealia

A former name retained.



USS *Idaho* (BB–42) in 1925

(SP–125: t. 52; l. 75′8″; b. 13′8″; dr. 2′10″; s. 14 k.; a. 1 1-pdr.)

Idealia (SP–125), a motor yacht built in 1911 by the Elco Co., Bayonne, N.J., was acquired by the Navy and simultaneously commissioned 25 May 1917, Ensign Charles Clegg, USNRF, in command.

Idealia was assigned to the 4th Naval District, based at Cape May, N.J., and operated as a harbor entrance patrol craft at Philadelphia and in Delaware Bay. She was returned to her owner, Ira D. Bertolet, Jr., of Philadelphia, 22 November 1918.

Idyl, see *YHB–15*

Idylease

A former name retained.

(SP–119: t. 29; l. 65′; b. 13′6″; dr. 2′6″; s. 10 k.; a. 1 1-pdr.)

Idylease (SP–119), a motor yacht, was built in 1916 by Kyle and Purdy, City Island, N.Y.; acquired by the Navy from Richard Goldsmith of New York City in June 1917, and commissioned 9 July 1917, Chief Boatswain C. E. Geohegan, USNRF, in command.

Assigned to the 5th Naval District, *Idylease* performed patrol and radio inspection duties in Hampton Roads and on the Elizabeth River during the war. She was returned to her owner at Norfolk 30 April 1919.

Illinois

Illinois, the 21st State, was admitted to the Union 3 December 1818, and was named for a French rendition of the Algonquian word "Illini," meaning men or warriors.

Illinois, a screw sloop-of-war of 2,354 tons displacement, was laid down at Portsmouth Navy Yard, Portsmouth, N.H., in 1864, but was never completed. She was broken up in 1872.

I

(BB–7: dp. 11,565; l. 368′; b. 72′3″; dr. 23′6″; cpl. 660; s. 17 k.; a. 4 13″, 14 6″, 16 6-pdr., 6 1-pdr., 4 tt.; cl. *Illinois*)

Illinois (BB–7) was laid down 10 February 1897 by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va., launched 4 October 1898; sponsored by Miss Nancy Leiter; and commissioned 16 September 1901, Captain G. A. Converse in command.

After shakedown and training in Chesapeake Bay, the new battleship sailed 20 November 1901 for Algiers, La., where she was used to test a new floating dry dock. She returned to Newport News in January 1902 and from 15 to 28 February *Illinois* served as flagship for Rear Admiral R. D. Evans during the reception for Prince Henry of Prussia. Bearing the flag of Rear Admiral A. S. Crowninshield, the battleship departed New York 30 April 1902 and arrived Naples 18 May, where the Admiral took command of the European Squadron. *Illinois* carried out training and ceremonial duties until 14 July 1902, when she grounded in the harbor of Christiana, Norway, and had to return to England for repairs. She remained at Chatham until 1 September 1902, then proceeded to the Mediterranean and South Atlantic for fleet maneuvers.

Illinois was detached from the European Squadron 10 January 1903 and assigned to the North Atlantic. She engaged in fleet maneuvers, gunnery and seamanship training, and ceremonial operations until December 1907, when she joined the Great White Fleet for the cruise around the world. Following a Presidential review, the mighty battleships sailed from Hampton Roads on their important voyage. The Atlantic Fleet joined the Pacific Fleet 8 May 1908 in San Francisco Bay and after a review by the Secretary of the Navy the combined fleets continued their cruise. The ships visited Australia, Japan, Ceylon and other countries, arriving Suez 3 January 1909. At Suez word of the Sicilian earthquake sent *Illinois*, *Connecticut*, and *Culgoa* to Messina. After rendering valuable aid to victims of the disaster, the ships rejoined the fleet, returning to Hampton Roads 22 February 1909. President Roosevelt reviewed the fleet as it arrived, having given the world a graphic demonstration of America's naval might. *Illinois* decommissioned at Boston 4 August 1909.

The battleship was placed in reserve commission 15 April 1912 and recommissioned 2 November 1912, in time to take part in winter fleet exercises and battle maneuvers with the Atlantic Fleet. During the summers of 1913 and 1914 *Illinois* made training cruises to Europe with Midshipmen. In 1919 the ship was again laid up at Philadelphia Navy Yard and was later loaned to the State of New York 23 October 1921 for use by the Naval Militia.

Excluded from further use as a warship by the terms of the Washington Treaty, *Illinois* was fitted out as a floating armory at New York Navy Yard in 1924 and was assigned to the New York Naval Reserve. She remained there for more than 30 years, though reclassified IX–15 8 January 1941 and renamed *Prairie State* to allow her name to be assigned to a projected new battleship. During World War II she served as a U.S. Naval Reserve Midshipmen Training School at New York. Following the war, she was retained on loan to the State as quarters for a Naval Reserve unit until 31 December 1955.

Prairie State, after over 50 years of useful service to the Navy and the Nation, was towed to Baltimore and sold for scrap to Bethlehem Steel Co., 18 May 1956.

Illinois (BB–65), an *Iowa* class battleship under construction by Philadelphia Naval Shipyard, was canceled 12 August 1945.

Illinois, see *Albatross* (AM–71)

Illinois, see *YP–419*

Illusive

Deceiving by false show; unreal.

Illusive (AM–243), an *Admirable* class minesweeper, was under construction by Tampa Shipbuilding Co., Inc., Tampa, Fla., but was canceled 6 June 1944.

I

(AM–448: dp. 630; l. 172′; b. 36′; dr. 10′; s. 16 k.; cpl. 72; a. 1 40mm.; cl. *Agile*)

Illusive (AM–448) was launched by Martinolich Shipbuilding Co., San Diego, Calif., 12 July 1952; sponsored by Mrs. Vito Marino; and commissioned 14 November 1953, Lt. Comdr. J. E. Ruzic in command.

After shakedown and individual ship training out of Long Beach during 1954, the ship entered Long Beach shipyard for extensive modifications October 1954 to February 1955. She was reclassified MSO–448 7 February 1955. She continued to operate out of Long Beach, taking part in a major Pacific Fleet training exercise in November 1955. For the next year she trained in California waters.

Illusive again entered the yard in November 1956, this time to replace her engines with experimental Packard models, and until May 1957 was engaged in engineering evaluation trials. She then sailed for her first deployment to the Far East 1 August 1957. Through December she took part in the vital operations of the 7th Fleet for the maintenance of peace and security in East Asia. She

USS *Illinois* (BB–7)

took part in joint exercises with Japanese naval units 6–9 October and with the Chinese Nationalist Navy 15 to 17 December 1957. *Illusive* returned to Long Beach 15 February 1958.

The remainder of 1958 was spent in training operations out of Long Beach. In 1959 she remained in California waters, and took part in a large amphibious exercise off Camp Pendleton. *Illusive* then made ready for her second deployment to the western Pacific, sailing 8 January 1960 for Japan. During this critical period, in which American Navy ships were increasingly active in helping to prevent Communist takeover of the countries of Southeast Asia, the minesweeper carried out maneuvers off Japan, the Philippines, and Okinawa. *Illusive* returned to Long Beach 19 July 1960.

The year 1961 saw the ship return to the Far East. She sailed 24 August, and operated in the Philippines as well as out of Guam and Formosa. She moved to Sattahib, Thailand, 25 November, as American ships demonstrated support for that nation, and in December visited Bangkok. Thailand, and Saigon, capital of the struggling Republic of South Vietnam. During this period *Illusive* conducted training exercises with several Southeast Asian navies. She was particularly active in training South Vietnamese officers and men until sailing for Long Beach 3 March 1962.

The veteran ship returned to the far Pacific in August 1963 and after stopping at island bases along the way arrived Sasebo 23 September. In the months that followed *Illusive* took part in 7th Fleet training with Korean, Nationalist Chinese and Japanese minesweepers. She returned to Long Beach 7 March 1964 for yard overhaul, followed by refresher training off the coast of southern California.

On 13 August 1965 *Illusive* departed Long Beach for training in the Pacific that took her to Hawaii, the Marshalls, the Marianas, and the Philippines. She stood out of Subic Bay 2 October 1965 to join the "Market Time Patrol" vigilantly trying to stop the coastal flow of contraband by junks and boats to Vietcong the full length of Vietnam's 1,000-mile coastline. Her patrol service may include acting as a mother ship for replenishing the needs of "Swift" boats, providing gunfire support to U.S. forces ashore, or conducting a hydrographic survey on shoreline depths, in addition to patrolling thousands of miles within the inspection zone to intercept Vietcong men and supplies. *Illusive* continued this vital duty until she turned homeward in February 1966. The minesweeper reached Long Beach 28 April. She operated along the West Coast for the remainder of 1966 and into 1967.

Imbue

To saturate or tinge deeply.

Imbue (AM–244), an *Admirable* class steel-hulled minesweeper under construction at Tampa Shipbuilding Co., Tampa, Fla., was canceled 6 June 1944.

Impeccable

Free from fault, blemish, or error.

(AM–320: dp. 890; l. 221′2″; b. 32′; dr. 10′; s. 18 k.; cpl. 105; a. 1 3″, 2 40mm., 2 dct., 5 dcp.; cl. *Auk*)

Impeccable (Am–320), ex BAM–7, was launched by General Engineering and Dry Dock Co., Alameda, Calif., 21 May 1943; sponsored by Mrs. Agnes W. Hanson; and commissioned 24 April 1944, Lt. Comdr. H. H. Smith in command.

The new minesweeper conducted shakedown training off the California coast before sailing 3 July 1944 on Pacific escort duty. Until November she steamed between Pearl Harbor and the advance base at Eniwetok, and during the last two months of 1944 operated on this vital duty in the Palaus. After patrol and escort duty out of Ulithi in early 1945, *Impeccable* departed 19 March 1945 to take part in the largest of the great Pacific amphibious assaults, Okinawa.

Arriving off the island 24 March in advance of the landing group, the minesweeper began her critical job of sweeping the approach and transport areas. She underwent air attack 28 March and with the main assault 1 April moved to screening duties. As the Japanese hurled

wave after wave of suicide planes at the invasion fleet in a desperate attempt to stop the capture of Okinawa, *Impeccable*'s crew frequently manned their guns for long periods. She underwent air attack at Kerama Retto 6 April, and in the long days that followed patrolled both off the Hagushi beaches and on picket station. On 20 May she went alongside to give assistance to *Chase*, damaged by a kamikaze attack. She also performed rescue duties when other screening and escort ships were damaged by enemy air action. Despite the heavy raids, Okinawa was won, and *Impeccable* sailed 1 July for Guam.

The veteran minesweeper returned to Okinawa with a resupply convoy from Guam and sailed again 16 August, the day after the Japanese agreement to Armistice. Despite the end of hostilities, much necessary and dangerous work remained for units of the fleet. *Impeccable* returned to Okinawa 21 August; then in September and November swept the approaches to Wakayama, Japan, in support of occupation operations. *Impeccable* departed Sasebo 20 November, sailing via Pearl Harbor to San Francisco, where she arrived 15 December 1945. She remained there until decommissioning at Terminal Island 27 March 1947.

Impeccable recommissioned 12 March 1952 to strengthen American fleet units in Korea, and after shakedown sailed 3 September for Sasebo. She moved immediately to the Wonsan area to strengthen the naval siege and keep the harbor clear of mines. The ship also took part in the amphibious feint at Kojo 12 to 14 October, exchanging fire with shore batteries in the area. During the months that followed *Impcccablc* remained on the eastern coast, aiding the naval blockade and helping to maintain our position on the offshore islands. She drove a sampan ashore off Hungnam 17 November 1952, and fought with Wonsan batteries 20 February 1953 while covering a minesweeping operation.

Her tour in the stalemated Korean conflict ended, *Impeccablc* arrived Pearl Harbor 31 March and her homeport, Long Beach, 10 April 1953. For the rest of the year the ship operated on training and readiness exercises off Mexico and the Canal Zone. *Impeccable* remained on minesweeping and fleet maneuvers through the first half of 1955. *Impcccablc* was reclassified MSF–320, 7 February 1955. She arrived Astoria, Oreg., 16 August 1955; decommissioned 14 October; and entered the Pacific Reserve Fleet at Bremerton, Wash., where she remains.

Impcccablc received three battle stars for World War II service and two for Korean service.

Imperator

A German name retained.

(Str: l. 906′; b. 98′3″; dr. 35′2″; s. 23.5 k.)

Imperator, a German passenger liner, was built by Vulcan Works, Hamburg, Germany, in 1910. Following the Armistice 11 November 1918, she was taken over from Germany by the Food Shipping and Finance Agreement. She sailed to Brest, France; was acquired there by the Navy 5 May 1919; and commissioned the same day, Captain J. K. Robison in command.

After embarking 2,100 American troops and 1,100 passengers, *Impcrator* departed Brest 15 May 1919, arriving New York 1 week later. Operating with the Cruiser-Transport Force from 3 June to 10 August she made three cruises from New York to Brest, returning over 25,000 troops, nurses, and civilians to the United States. While en route to New York 17 June, *Imperator* assisted the French cruiser *Jcannc D'arc*, which had broken down in the Atlantic. The President of Brazil was on board *Jcannc D'arc* and *Imperator* received him and his party for transport to the United States, arriving there several days later.

The troop transport was transferred to the 3d Naval District 19 September, decommissioned at New York 24 November 1919, and was delivered to the British Ministry of Shipping the same day.

Impervious

Impenetrable.

Impervious (AM–245), an *Admirable*-class minesweeper, was under construction by Tampa Shipbuilding Co., Inc., Tampa, Fla., but was canceled 6 June 1944.

I

(AM–449: dp. 630; l. 172′; b. 36′; dr. 10′; s. 16 k.; cpl. 72; a. 1 40mm.; cl. *Agile*)

Impervious (AM–449) was launched by Martinolich Shipbuilding Co., San Diego, Calif., 29 August 1952; sponsored by Miss Mary Lin Moore; and commissioned 15 July 1954, Lt. Comdr. A. T. Ford in command.

Following shakedown and mine warfare training off the California coast, *Impervious* was reclassified MSO–449 on 7 February 1955. She sailed 1 July with her division for duty in the Far East with the 7th Fleet, arriving Sasebo via Pearl Harbor 5 August. During this deployment, she operated with ships of the Republic of Korea Navy and visited Taiwan before returning to her home port, Long Beach, 15 February 1956. During the next two years she operated out of Long Beach.

Impervious sailed for her second 7th Fleet deployment 3 January 1958, and during the next 6 months trained in Japanese waters. She also helped train Nationalist Chinese crews during April and May, preparing them to help to preserve the freedom and independence of Taiwan. The minesweeper returned to Long Beach 15 July 1958, and during September took part in a giant amphibious exercise off Camp Pendelton, Calif.

In April 1959 *Impervious* interrupted her regular training schedule to take part in a joint mine warfare exercise with Canadian ships, and spent the rest of the year on training exercises in California waters. In early 1960 the ship prepared for another deployment to the Far East, sailing 3 May for Japan. During August she participated in maneuvers with Korean and Nationalist Chinese ships, and in October *Impervious* operated with units of the Philippine Navy in similar operations off Corregidor. She sailed via Guam and Pearl Harbor to Long Beach, arriving 16 November.

The ship spent 1961 and early 1962 on important readiness operations, visiting several West Coast ports, and sailed again for 7th Fleet duty 7 April 1962. After training in the Philippines the minesweeper spent part of July on patrol with Vietnamese Naval units off Danang, and the Navy supported the South Vietnamese people in their fight for freedom. She visited Hong Kong and Yokosuka before arriving Pearl Harbor 8 September 1962. During October and November, *Impervious* took part in atomic tests at Johnson Island, and arrived Long Beach 21 November.

In March 1963 the ship took part in another large amphibious operation, "Steelgate", then worked out of Long Beach before again joining Canadian ships for mine warfare exercises off British Columbia in November. She got underway for the western Pacific again 8 May 1964, and after stopping at various islands moved to the coast of South Vietnam in September for special operations supporting the American Advisory unit. After mine exercises off the Philippines she returned Long Beach 7 December 1964. The following 12 months were spent in tactics and exercises along the coast of southern California, overhaul at Los Angeles, and readiness operations to prepare her for another Far Eastern deployment assisting Allied forces to defend freedom in Southeast Asia.

Impetuous

Moving with great force or violence.

(PC–454: dp. 140; l. 121′; b. 14′5″; dr. 6′; s. 16 k.; a. 6 30 cal. mg.)

The patrol yacht *Arlis* was built in 1915 by Robert Jacob Inc., City Island, N.Y.; acquired by the Navy 12 August 1940; and commissioned as *PC–454* 16 October 1940.

Assigned to the 15th Naval District, *PC–454* arrived Canal Zone in mid-November 1940, to patrol the approaches to the Panama Canal. From November 1940 to August 1944, she performed escort and patrol operations off Central America while on constant vigil for enemy submarines. *PC–454* was named *Impctuous* and reclassified PYc–46 15 July 1943. On 31 August 1944, the patrol yacht arrived Philadelphia and decommissioned there 27 September. *Impctuous* was struck from the Navy List 14 October, and sold by WSA 14 June 1945.

Implicit

To be understood though not expressed; implied.

I

(AM–246: dp. 530; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

The first *Implicit* (AM–246) was launched by Savannah Machine & Foundry Co., Savannah, Ga., 6 September 1943; sponsored by Mrs. Helen P. Page; and commissioned 20 January 1944, Lt. Comdr. H. V. Brown in command.

Following her shakedown training in Chesapeake and Casco Bays, *Implicit* sailed from Norfolk 21 April 1944 on convoy duty to Bermuda. She steamed between Norfolk and Caribbean ports on escort duty until returning to Hampton Roads 16 June. The ship then prepared for her part in the invasion of southern France, sailing 24 July 1944 with transports bound for Oran, Algeria. She arrived off southern France 20 August, 5 days after the initial landings, and began a daily schedule of minesweeping and patrolling. She disposed of many floating mines, and exchanged fire with a shore battery 6 September and 10 September. *Implicit* sailed from San Rafael for Bizerte 23 October where she conducted minesweeping exercises.

The ship sailed from Palermo 18 January 1945 and after stopping at Athens and Istanbul arrived Yalta 31 January 1945 to be on hand at the historic Yalta Conference of Allied heads of state. After the conference she retraced her steps, arriving Palermo 21 February. After antisubmarine exercises, *Implicit* sailed in convoy for the United States, arriving Norfolk 5 May 1945. With the war in Europe over, she prepared for Pacific service, and sailed 5 July 1945 via the Panama Canal for San Diego. There the ship conducted minesweeping and countermeasures exercises in California waters before arriving Pearl Harbor 20 August, 5 days after the surrender of Japan.

The end of the war brought rigorous duty for fleet minesweepers, and *Implicit* sailed 3 September for Eniwetok, Saipan, Okinawa, and other Pacific Islands to take up minefields. She also performed this vital dangerous duty in Sasebo harbor and in the South China Sea, as well as in Formosa Strait. The ship sailed from Eniwetok 18 February 1946, and arrived San Pedro via the Hawaiian Islands 18 March. She remained there until 20 July, when the veteran ship got underway for transfer to China. Steaming via Eniwetok and the Philippines, she arrived Subic Bay 30 October 1946 and decommissioned 16 November 1946. After much delay she was eventually turned over to the Nationalist Chinese Navy 15 June 1948, where she serves as *Yung Chia* (MSF–47).

Implicit received two battle stars for World War II service.

II

(AM–455: dp 630; l. 172'; b. 36'; dr. 10'; s. 16 k.; cpl. 72; a. 1 40mm.; cl. *Agile*)

Implicit (AM–455) was launched by Wilmington Boat Works, Wilmington, Calif., 1 August 1953; sponsored by Mrs. Landon Horton; and commissioned 10 March 1954, Lt. Comdr. A. C. Filiatrault in command.

One of a class of new minesweepers constructed entirely of nonmagnetic materials, *Implicit* conducted shakedown training in California waters during mid-1954. She then began an operational pattern which was to continue for 3 years—minesweeping exercises, fleet maneuvers, and training cruises in the California-Mexico area. The ship then got underway from her home port, Long Beach, 7 August 1957 to join the 7th Fleet in the strategic Far East. During this deployment, *Implicit* operated with Japanese ships, Nationalist Chinese minesweepers, and with regular units of the 7th Fleet on their daily mission of maintaining peace and security in the area. She returned to Long Beach 1 March 1958.

Training and readiness exercises out of Long Beach occupied the minesweeper until her second cruise to the Far East. She steamed out of Long Beach 8 January 1960 and during 6 months in the western Pacific took part in mine warfare exercises with 7th Fleet ships in the Philippines and off Okinawa. *Implicit* arrived Long Beach after this cruise 17 July 1960.

Training operations and mine countermeasures drill were carried out until August 1961, when the veteran minecraft took part in joint American-Canadian minesweeping exercises off British Columbia. Returning to Long Beach, the ship prepared for another Far Eastern deployment, this time in support of the American advisory effort in South Vietnam. Sailing 2 January 1962 for this embattled country, *Implicit* first participated in SEATO maneuvers and then moved to various ports in South Vietnam to assist in training officers and men in their struggle against Communist subversion. She returned to Long Beach from South Vietnam 17 August 1962.

Implicit resumed a schedule of underway training and fleet exercises out of Long Beach until her next deployment, sailing with her division 3 January 1964. Stopping at Guam and Midway en route, she arrived off Formosa for mine-warfare exercises in March. In May she returned to the Formosa Strait for a second operation, in which the ship acted under a Chinese Nationalist division commander in a demonstration of cooperation and smooth combined operations. Following her second SEATO exercise in the Pacific, *Implicit* returned to Long Beach 28 July 1964 for a yard overhaul and readiness tactics and training along the coast of California.

Implicit departed Long Beach 21 September 1965 for the Far East. A unit of Mine Division 91, she joined the "Market Time Patrol" along Vietnam's 1,000-mile coastline to intercept Vietcong men and supplies trying to infiltrate into South Vietnam. Once she was fired on by Vietcong while cruising close to shore and retaliated with her 40mm. and other machineguns.

After a 2-week stopover, *Implicit* departed Kaohsiung, Taiwan, 14 January to continue her "Market Time" patrols into late 1966. By 15 March she had boarded more than 1,000 junks and saipans for inspection. On 22 and 23 March, the minesweeper fired nearly 700 rounds of 40mm. ammunition supporting small South Vietnamese naval craft under fire from enemy shore batteries. On 28 June *Implicit* got underway with a mine division for Long Beach, Calif., via Guam, Kwajalein, and Pearl Harbor, arriving Long Beach, 2 August. From 13 to 20 September she participated in minesweeping Operation "Eager Angler" off Santa Rosa Island. *Implicit* joined a carrier task unit for Operation "COMPTUEX" through December and then continued training operations off Long Beach into 1967.

Improve

To make better or enhance.

(AM–247: dp. 530; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Improve (AM–247) was laid down 1 June 1943 by Savannah Machine & Foundry Co., Savannah, Ga.; launched 26 September 1943; sponsored by Mrs. J. E. Poythress; and commissioned 29 February 1944, Lt. P. W. Howle, Jr., in command.

After shakedown, *Improve* reported to Mine Warfare

School, Yorktown, Va., for duty as school ship. She was next assigned to convoy duty, sailed for Africa on 23 July, and arrived Mers-el-Kebir 10 August 1944. The minecraft arrived off southern France for duty 25 August.

During this period *Improve* swept coastal waters, occasionally exchanging fire with German shore batteries. The enemy still controlled the Italian coastline in this area, and menaced sweeping operations with one-man torpedoes and other devices. The ship helped sweep a channel into Mentone 9–10 September and assisted sinking a one-man torpedo on the 10th. From October until March 1945 *Improve* swept mines and performed patrol duties at Bizerte; Cagliari, Sardinia; and Palermo, Sicily. Her group developed the new technique of using a Navy blimp to spot floating mines.

Following a brief operation off Anzio 3 March, *Improve* resumed operations off Sardinia and Sicily, before departing Oran 17 April for the United States. She arrived Norfolk 5 May 1945 and, with the focus of war now shifted to the Pacific, sailed 5 July for duty in that theater. She proceeded via the Panama Canal to San Pedro, Calif., arriving 26 July, and remained there on training duty until after the end of the Pacific war. The need for minesweeping operations was still great, however, and *Improve* sailed 17 September for Pearl Harbor, Eniwetok, Saipan, and Okinawa. She arrived off Sasebo 17 November for additional minesweeping duty and finished the year working off Formosa and in the Pescadores. In March 1946 the ship was at Shanghai, earmarked for transfer to China, but she was subsequently returned to Seattle and decommissioned 6 November 1946. *Improve* was eventually turned over to the Maritime Commission and sold 24 February 1949 to Ricardo Granja.

Improve received two battle stars for World War II service.

Impulse

An impelling force or impetus.

(PG–68: dp. 925; l. 205'2"; b. 33'; dr. 14'6"; s.; 16 k.; cpl. 89; a. 1 4", 1 3"; cl. *Temptress*)

Impulse (PG–68) was launched by Cook, Welton, and Gemmill, of Hull, England, 18 September 1940 as HMS *Begonia;* served in the Royal Navy until 1942; and commissioned *Impulse* at London 16 March 1942, Lt. C. M. Lyons in command.

One of a group of corvettes transferred to the U.S. Navy under reverse Lend-Lease, *Impulse* departed from Londonderry, Northern Ireland, 15 April 1942 as a convoy escort. Upon arrival at New York 4 May, the ship steamed to Norfolk and began regular operations as a coastal escort ship from Norfolk to Key West. *Impulse* returned to New York 25 August 1942 for duty protecting the important supply line between that port and Guantanamo Bay, Cuba. For the next 3 years she made repeated escort voyages to and from Cuba, effectively helping to counter the German U-boat menace.

Impulse arrived Boston 6 July 1945 for return to the Royal Navy. She departed 1 August and arrived Harwich, England, 15 August. Decommissioned 22 August 1945, the corvette was returned to the Royal Navy and sold in 1946.

Inaugural

Pertaining to an inauguration.

(AM–242: dp. 530; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Inaugural (AM–242) was laid down 22 May 1944 by Winslow Marine Railway & Shipbuilding Co., Winslow, Wash.; launched 1 October 1944; sponsored by Miss Jacqueline Gage; and commissioned 30 December 1944, Lt. J. H. Pace in command.

Following shakedown off the California coast, *Inaugural* sailed 14 March 1945 for Pearl Harbor, where she arrived 8 days later. For the next 2 months the minesweeper performed patrol and escort duties between Hawaii and the islands of the western Pacific. She was at Saipan 22 May and departed that day with a convoy bound for Okinawa, site of the last and largest amphibious operation of the tough Pacific war. After a voyage enlivened by several attacks on suspected submarines, the convoy reached Okinawa 30 May 1945.

During the desperate struggle for Okinawa, *Inaugural* patrolled the seas around the island group, often firing at enemy planes as Japanese aircraft made a suicidal effort to stop American ground forces by destroying their support from the sea. Except for the period 19–24 July, when the ship put to sea to ride out the great typhoon, *Inaugural* remained in the dangerous waters around Okinawa until 30 August 1945.

With the war then over, she steamed to the waters around Japan and Korea for vital minesweeping operations that were a necessary prelude to occupation. She swept the approaches to Jinsen, Korea, in September, and later cleared mines in waters off Nagasaki and Sasebo, Japan. *Inaugural* proceeded to Okinawa for needed equipment 14–24 October and then returned to the important minesweeping operations around the Japanese home islands.

The veteran minesweeper sailed 24 December for the United States, via Saipan and Pearl Harbor, and arrived San Pedro, Calif., 7 February 1946. Sailing again 11 March, she proceeded to Galveston, Tex., and decommissioned there 9 September 1946. *Inaugural* entered the Atlantic Reserve Fleet, Texas Group, where she remained until struck from the Navy List 1 March 1967 and sold. She was reclassified MSF–242 on 7 February 1955.

Inaugural received two battle stars for World War II service.

Inca

Former names retained.

I

(Str: t. 120; l. 114'; b. 18'; dr. 7'; a. 1 1-pdr.)

Inca, a screw steamer, was built in 1898 by George Lawley & Son, South Boston, Mass., and was acquired by the Navy from F. B. McQuesten of Boston 13 June 1898. She commissioned 15 June, Lt. W. E. McKay in command.

Inca was assigned to Boston harbor during the Spanish-American War, serving as a patrol and training vessel. She decommissioned 27 August 1898, and was turned over to the Massachusetts Militia, which she served until 1908.

II

(Str: l. 100'; b. 28')

The second *Inca*, a steam ferry, was built for the Navy by Herreshoff Manufacturing Co., Bristol, R.I., in 1911, and accepted by the Navy 4 December 1911. She provided ferry service for Naval Training Station, Newport, until about 1920, when she was assigned to the Norfolk area. The ferry remained in service there until the thirties, when she moved to Philadelphia. *Inca* was stricken from the Navy List 28 February 1939.

III

(SP–1212: t. 23; l. 62'4"; b. 10'11"; dr. 2'6"; s. 21 k.; a. 1 1-pdr.)

The third *Inca* was a motor boat, built in 1917 by Herreshoff Manufacturing Co., Bristol, R.I.; and acquired by the Navy from her owner, F. B. McQuesten of Boston. She commissioned 28 July 1917 at Boston, Ensign R. B. Fuller, USNRF, in command.

A versatile craft, *Inca* was first assigned to the First Naval District and patrolled outer Boston Harbor. She also performed coast convoy duties with submarines during this period, and acted as test ship for submarine signalling and detector devices. She was reassigned to Fifth Naval District in October 1917 and arrived Hamp-

ton Roads 3 November. *Inca*'s job was to serve as rescue ship for aircraft from the Naval Air Station on flights over the Chesapeake Bay and Potomac River. She also served as a seaplane tender during 1918, and spent time on harbor patrol in Hampton Roads. *Inca* was assigned 26 July 1918 to the Industrial Department, Hampton Roads, as a dispatch boat, and remained on this duty until returned to her owner 17 April 1919.

IV

(SP–3219: t. 103; l. 101'; b. 20'; dr. 7'9"; s. 12 k.; a. none)

The fourth *Inca*, an iron tug, was built in 1879 by J. H. Dialogue & Sons, Camden, N.J.; and acquired by the Navy 31 July 1918. She commissioned 2 August 1918.

The tug was assigned to the 6th Naval District, and operated until after World War I ended at Parris Island Marine Barracks, S.C. She was stricken from the Navy List 1 February 1919.

Liberty ships *Henry L. Abbott* and *William B. Allison* were both acquired by the Navy from WSA 30 July 1945 for use as floating storage. On 14 July 1945 *Henry L. Abbott* was renamed *Gamage* and classified IX–227; on 6 August 1945 *William B. Allison* was renamed *Inca* and classified IX–229. However, when the former *Henry L. Abbott* was subsequently found unfit for service, her acquisition was canceled; and the name, *Gamage* (*q.v.*), and the classification, IX–227, were given to the former *William B. Allison*. Nevertheless, occasional references to *Inca* (IX–229) appear in the ComServDiv 104 War Diary until January 1946.

Incessant

(AM–248: dp. 530; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Incessant (AM–248) was laid down 3 July 1943 by Savannah Machine & Foundry Co., Savannah, Ga.; launched 22 October 1943; sponsored by Mrs. Ralston Mingledorff; and commissioned 25 March 1944, Lt. C. H. Romig in command.

After shakedown out of Casco Bay, Maine, *Incessant* departed Norfolk 24 May 1944 for escort and training duty in the Caribbean and the Gulf of Mexico. Returning to Norfolk 8 July she sailed in convoy 23 July and after stopping at Mers-el-Kebir arrived off the coast of Southern France.

As the Allies pushed northward from the beachheads, the powerful guns of the fleet protected the flanks and knocked out the German coastal batteries on the Italian Riviera while minesweepers cleared the channel off the French coast. *Incessant* and her sister ships performed dangerous sweeping in the harbors of southern France in spite of human torpedoes and enemy shore fire from the Italian side. *Incessant* helped clear the channel into Mentone 9–10 September and then continued her minesweeping and patrol duties at other Mediterranean points—Bizerte, the coast of Sardinia, and Palermo, Sicily. In January 1945 she was assigned new duties, and after transiting the historic Dardanelles, arrived Sevastapol 26 January. There *Incessant* met her Russian pilot and interpreter and began important air-sea rescue work in the Black Sea. She departed for Palermo 15 February and resumed Mediterranean operations until sailing from Mers-el-Kebir 17 April for the United States.

With the European war won, *Incessant* arrived Norfolk 5 May and after a period of training sailed 5 July for the western Pacific via the Panama Canal and San Diego, arriving Pearl Harbor 21 August, after the war's end. Minesweepers were still needed, however, and *Incessant* proceeded to Eniwetok, Saipan, and Okinawa, in the weeks that followed. She arrived Sasebo for sweeping operations incident to the occupation 25 October, and in November 1945 operated in the East China Sea. In March 1946 she was at Shanghai, earmarked for transfer to China, but was eventually returned to Seattle and decommissioned 6 November 1946. *Incessant* was subsequently returned to the Maritime Commission and sold to R. A. Rutherford 30 November 1948.

Incessant received two battle stars for World War II service.

Inch

Richard Inch, born 29 June 1843 at Washington, D.C., was warranted Third Assistant Engineer 13 September 1863. He served in *Lancaster* and other ships during the Civil War. During his long career Inch served as special assistant at the White House, as Inspector of Coal, and as an officer in many of the ships of the fleet. He was at Mare Island Navy Yard during the Spanish-American war, but was assigned to Naval Station Cavite in March 1899. Inch served with distinction during this tumultuous time in the Philippines, and was later advanced three numbers in grade for his performance. He retired as a Rear Admiral in 1905 and died 21 April 1911 at Washington, D.C.

(DE–146: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3", 2 40mm., 8 20mm., 2 dct., 8 dep. 1 dcp. (h.h.), 3 tt.; cl. *Edsall*)

Inch (DE–146) was laid down 19 January 1943 by Consolidated Steel Corp, Orange, Tex.; launched 4 April 1943; sponsored by Mrs. Philip L. Inch, daughter-in-law of Admiral Inch; and commissioned 8 September 1943, Lt. Comdr. C. W. Frey in command.

Following shakedown off Bermuda, *Inch* began convoy escort operations from New York to Norfolk. Early in 1945 she joined a special hunter-killer group in the Atlantic, built around escort carrier *Croatan*. The ships sailed 24 March for the convoy lanes to search for German U-boats. During the months that followed, *Inch* took part in many attacks on submarines. On the evening of 11 June the ship, in company with *Frost* and *Huse*, made a contact and proceeded to attack. After over 40 depth charges, the submarine surfaced, signalling SOS. Suspect a ruse, *Inch* and her companions opened fire and destroyed *U-490*. The entire crew of 60 German sailors was rescued by the escorts.

Soon after the attack on *U–490*, the escort vessels, operating as usual in concert with aircraft from *Croatan*, detected another submarine. They attacked 3 July and scored another kill, this time on *U–154*. *Inch* remained on this vital duty, so important in stopping the German submarine menace, until reaching New York 14 May 1945. She had had only brief in-port periods the preceding year, and after repairs conducted her second shakedown out of Guantanamo Bay, Cuba. With the war in the Atlantic won, *Inch* sailed to the Pacific, departing the Canal Zone 23 July. She touched at San Diego and Pearl Harbor, and remained in Hawaiian waters for exercises designed to train her for the planned invasion of Japan. Soon after her arrival 12 August, however, the capitulation was announced.

After completing training and readiness exercises, *Inch* sailed 5 September for Norfolk, via the Panama Canal, and arrived 28 September 1945. She decommissioned 17 May 1946, entered the Atlantic Reserve Fleet, and is now berthed at Norfolk.

Inch received four battle stars for World War II service.

Incredible

Extraordinary and improbable; hard to believe.

(AM–249; dp. 530; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; cpl. 104; a. 1 3", 4 40mm., 6 20mm., 2 .50 cal., 2 dct., 3 dcp.; cl. *Admirable*)

Incredible (AM–249) was launched 21 November 1942 by Savannah Machine & Foundry Co., Savannah, Ga.; sponsored by Mrs. Herbert Hezlep; and commissioned 17 April 1944, Lt. R. N. Ekland, USNR, in command.

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After shakedown along the East Coast and in the Caribbean, *Incredible* departed Norfolk 24 July, escorting a convoy to North Africa for the invasion of southern France, the Allies landing 15 August. She carried out her sweeping duties very effectively, sometimes without destroyer cover. On 10 September *Incredible* and her group gallantly repelled an attack of 12 human torpedoes, 2 of which she destroyed. She continued her minesweeping duties off southern France until 18 January 1945 when she sailed for a special mission to Russia and the Black Sea. *Incredible* performed sweeping duties out of Sevastopol, Russia, then served as air-sea rescue patrol ship in the Black Sea until returning to Palermo, Sicily, 20 February.

Incredible returned to Norfolk 5 May; and, after overhaul, departed 23 July for duty in the Pacific. She arrived Pearl Harbor 8 days after the fighting stopped via the Canal Zone and San Diego. The minesweeper sailed from Pearl Harbor 31 August for Operation "Skagway," clearing the minefields in the East China Sea-Ryukyus area. This important duty lasted until 17 February 1946 when she returned to San Pedro, Calif. She remained there until she decommissioned at Puget Sound 6 November, joining the Reserve Fleet. From 28 November 1947 to 28 September 1949 *Incredible* was "In Service, out of commission," based at Yokosuka, Japan.

In June 1950 when the Communists again tested the will of the free world by attacking South Korea, President Truman readily accepted the challenge and immediately ordered American forces into the area to drive the enemy back and establish peace in Korea. *Incredible* recommissioned 14 August 1950 at Yokosuka and departed 18 September for minesweeping and patrol duties in the Pusan area. While on patrol in mine-infested waters, on 12 October she rescued 27 survivors from *Pirate* which had struck a mine. Delivering her passengers to safety, she continued her operations in the battle zone, sweeping harbors and serving on patrol and escort duty. Returning to Yokosuka, *Incredible* sailed for Long Beach, arriving 4 August 1951.

The minesweeper operated along the West Coast and out of Pearl Harbor until 6 August 1953 when she sailed for the Far East. For the remainder of the year she operated out of Japan and on patrol along the coast of Korea. *Incredible* returned to Long Beach 11 March 1954 and decommissioned there 21 September, again joining the Reserve Fleet. Reclassified MSF–249, 7 February 1955, *Incredible* remained in the Long Beach Group, Pacific Reserve Fleet until she was struck from the Navy List 1 December 1959. She was sold 8 August 1960 to National Metal and Steel Corp.

Incredible received two battle stars for World War II service and four for Korean service.

Independence

Freedom of control by others; self-government.

I

(Slp: 10 guns)

The first *Independence* was a Continental sloop purchased and fitted out by the Marine Committee. In September 1776 she cruised under Captain John Young along the Atlantic Coast to the Caribbean to guard American merchant trade in the West Indies. During 1777 she sailed for France, arriving at L'Orient in late September with important diplomatic dispatches. She had captured two prizes en route and disposed of these before the British could interfere. She was in Quiberon Bay 14 February 1778 when John Paul Jones in *Ranger* received the first national salute to the flag—first official recognition of the American Republic by a foreign power. The following morning, Jones embarked in *Independence* and again exchanged salutes. *Independence* soon sailed for the United States. She was wrecked on the bar 24 April 1778 while attempting to enter Okracoke Inlet, N.C.

II

(SL: t. 2,243; l. 190′10″; b. 54′7″; dr. 24′4″; cpl. 790; a. 90 32-pdrs.)

Independence, first ship-of-the-line commissioned in the U.S. Navy, launched 22 June 1814 in the Boston Navy Yard. She immediately took on guns and was stationed with frigate *Constitution* to protect the approaches to Boston Harbor. Wearing the broad pennant of Commodore William Bainbridge, and under command of Captain William Crane, she led her squadron from Boston 3 July 1815 to deal with piratical acts of the Barbary Powers against American merchant commerce.

Peace had been enforced by a squadron under Decatur by the time *Independence* arrived in the Mediterranean. But she led an impressive show of American naval might before Barbary ports that encouraged them to keep the peace treaties concluded. Having served adequate notice of rising U.S. seapower and added to the prestige of the Navy and the Nation, *Independence* returned to Newport 15 November 1815. She continued to wear the pennant of Commodore Bainbridge at Boston until 29 November 1819, then was flagship of Commodore John Shaw until placed in ordinary in 1822.

Independence remained in ordinary at Boston until 1836 when she was razed or cut down to one covered fighting deck with poop and forecastle. She was rated down to 54 guns as her configuration gave way to that of a very large frigate. She proved to be one of the fastest and most powerful "frigates" of the Navy.

Independence recommissioned 26 March 1837 and sailed from Boston 20 May 1837 as flagship of Commodore John B. Nicholson. On board for her record passage across the Atlantic to England was the Honorable George Dallas, Minister to Russia. She arrived at Portsmouth, England, 13 June, called at Copenhagen; then proceeded into Cronstadt 29 July 1837 to receive a visit from the Emperor of Russia. Two days later a steamboat arrived to transport Mr. Dallas and his family to St. Petersburg.

Having received marked social courtesies from the Russian government, *Independence* departed Cronstadt 13 August 1837 for Rio de Janeiro, where she became flagship of the Brazil Squadron to guard American commerce along the eastern seaboard of South America. This duty continued into the spring of 1839 when Commodore Nicholson attempted mediation to end the war between France and Argentina. He reported 22 April 1839 that: "I volunteered, as I conceived it a duty I owed to my Country, as well as to all Neutrals, to endeavor to get peace restored that commerce should be allowed to take its usual course. In accordance of the feelings of humanity at least, I hope my endeavors will be approved by the Department . . . I see no probable termination of this War and Blockade which is so injurious to the Commerce of all Neutrals . . ."

Independence returned north to New York 30 March 1840. She was laid up in ordinary until 14 May 1842 when she became flagship of Commodore Charles Stewart in the Home Squadron. Basing at Boston and New York, she continued as his flagship until laid up in ordinary 3 December 1849. She recommissioned 4 August 1846 and the Nation was at war with Mexico as she departed Boston 29 August 1846 for the coast of California. She entered Monterey Bay 22 January 1847 and became the flagship of Commodore William B. Shubrick, commanding the Pacific Squadron.

Independence assisted in the blockade of the Mexican coast, capturing Mexican ship *Correo* and a launch 16 May 1847. She was present to support the capture of Guaymas 19 October and landed bluejackets and Marines to occupy Mazatlan 11 November 1847. She later cruised as far as Hawaii, arriving Honolulu 12 August 1848. *Independence* returned to the East Coast at Norfolk 23 May 1849 and decommissioned there 30 May.

Recommissioned 7 July 1849, *Independence* departed Norfolk 26 July under Captain Thomas A. Conover to serve as flagship of the Mediterranean Squadron under

Commodore Charles W. Morgan. She was the first U.S. man-of-war to show the flag at Spezia, Italy, arriving 23 May 1850 for an enthusiastic welcome. She returned to Norfolk 25 June 1852 and was placed in ordinary at New York 3 July 1852.

Independence recommissioned 4 September 1854 and departed New York 10 October to serve as flagship of the Pacific Squadron under Commodore William Mervine. She arrived Valparaiso, Chile, 2 February 1855. Her cruising grounds ranged northward to San Francisco and west to Hawaii. Proceeding from Panama Bay, she entered the Mare Island Navy Yard 2 October 1857. She served as receiving ship there until decommissioned 3 November 1912. Her name was struck from the Navy List 3 September 1913.

Independence did not leave the Mare Island Navy Yard until 28 November 1914. Sold to John H. Rinder, she was towed to the Union Iron Works, San Francisco. On 5 March 1915 she shifted to Hunter's Point, and remained for a week. Some repairs were made and a plan formulated to use her as a restaurant for the Panama-Pacific Exposition. But this plan was not executed though a permit was granted by Exposition authorities. Pig iron and ballast were removed from her hold and valuable hard wood salvaged from her orlop deck knees. The night of 20 September 1919, *Independence* was burned on the Hunter's Point mud flats to recover her metal fittings. The sturdy veteran of the days of wooden ships and iron men had survived more than a century, 98 years of which were spent serving the U.S. Navy.

III

(Str: t. 4,980; l. 440'2"; b. 56'; dr. 28'8"; s. 11 k.; a. 2 5")

The third *Independence* was built in 1918 by Bethlehem Shipbuilding Corp., Alameda, Calif., for the USSB. She was delivered to the Navy and commissioned 16 November 1918, Lt. O. P. Rankin in command.

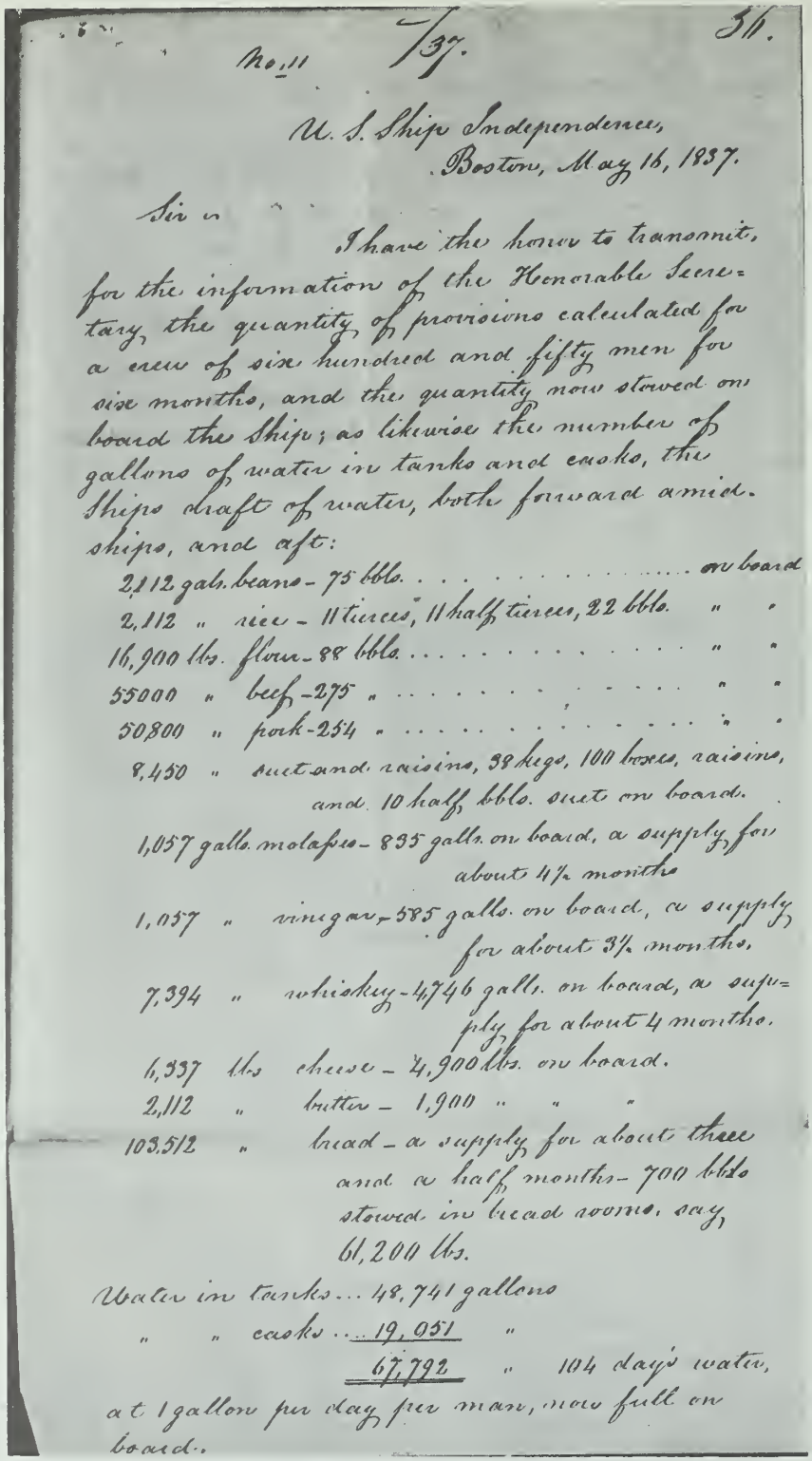
Independence sailed with a cargo of foodstuffs 6 December 1918, arrived New York 1 January 1918; and continued on to England. Upon her return to New York, the ship decommissioned 20 March 1919 and was returned to the USSB. She was later extensively rebuilt to be sold 7 August 1930 to Baltimore Mail Steamship Co. and renamed *City of Norfolk*. In 1940 she was reacquired by the Navy and served in World War II as troop transport *Neville* (*q.v.*)

IV

(CV–22: dp. 11,000; l. 622'6"; b. 71'6"; ew. 109'2"; dr. 26'; s. 31 k.; cpl. 1,569; a. 26 40mm.; cl. *Independence*)

The fourth *Independence* (CV–22), begun as *Amsterdam* (CL–59), was launched as CV–22 on 22 August 1942 by New York Shipbuilding Corp., Camden, N.J.; sponsored by Mrs. Rawleigh Warner; and commissioned 14 January 1943, Captain G. R. Fairlamb, Jr., in command.

A painting of Razee USS *Independence*, the first USN Ship-of-the-Line



No. 11 / 37. 36.

U. S. Ship Independence,
Boston, May 16, 1837.

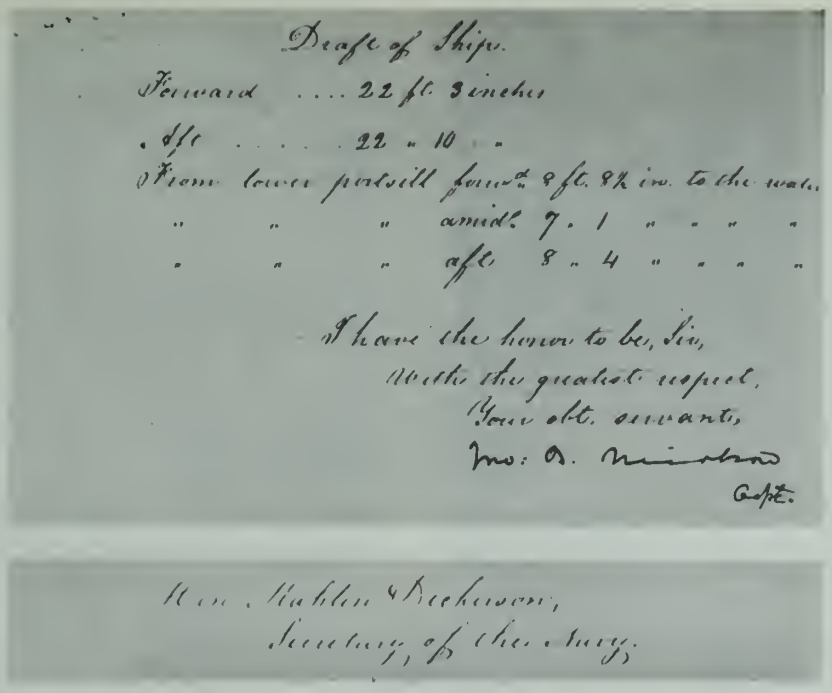
Sir:

I have the honor to transmit, for the information of the Honorable Secretary, the quantity of provisions calculated for a crew of six hundred and fifty men for six months, and the quantity now stowed on board the Ship; as likewise the number of gallons of water in tanks and casks, the Ships draft of water, both forward amid. ships, and aft:

2,112 gals. beans - 75 bbls. . . . . on board
2,112 " rice - 11 tierces, 11 half tierces, 22 bbls. " "
16,900 lbs. flour - 88 bbls. . . . . " "
55000 " beef - 275 " . . . . . " "
50800 " pork - 254 " . . . . . " "
8,450 " suet and raisins, 38 kegs, 100 boxes, raisins, and 10 half bbls. suet on board.
1,057 galls. molasses - 835 galls. on board, a supply for about 4½ months
1,057 " vinegar - 585 galls. on board, a supply for about 3½ months.
7,394 " whiskey - 4,746 galls. on board, a supply for about 4 months.
6,337 lbs cheese - 4,900 lbs. on board.
2,112 " butter - 1,900 " " "
103,512 " bread - a supply for about three and a half months - 700 bbls stowed in bread rooms, say 61,200 lbs.

Water in tanks . . . 48,741 gallons
" " casks . . . 19,051 "
67,792 " 104 days water, at 1 gallon per day per man, now full on board.

Captain of USS *Independence*, John B. Nicholson, orders provisions from the Secretary of the Navy in 1837



Draft of Ship.

Forward .... 22 ft. 3 inches

Aft .... 22 " 10 "

From lower portsill forward 8 ft. 8½ in. to the water

" " " amidships 7. 1 " " "

" " " aft 8 " 4 " " "

I have the honor to be, Sir,
With the greatest respect,
Your obt. servant,
Jno. A. Winslow
Capt.

Hon. Hilton U. Brereton,
Secretary of the Navy.

The first of a new class of carriers converted from cruiser hulls, *Independence* conducted shakedown training in the Caribbean. She then steamed through the Panama Canal to join the Pacific Fleet, arriving San Francisco 3 July 1943. *Independence* got underway for Pearl Harbor 14 July, and after 2 weeks of vital training exercises sailed with carriers *Essex* and *Yorktown* for a devastating raid on Marcus Island. Planes from the carrier force struck 1 September and destroyed over 70 percent of the installations on the island. The carrier began her next operation, a similar strike against Wake Island 5 to 6 October, as CVL–22, redesignated 15 July 1943.

Independence sailed from Pearl Harbor for Espiritu Santo 21 October; and, during an ensuing carrier attack on Rabaul 11 November, the ship's gunners scored their first success—six Japanese planes shot down. After this operation the carrier refueled at Espiritu Santo and headed for the Gilberts and prelanding strikes on Tarawa 18 to 20 November 1943. During a Japanese counterattack 20 November, *Independence* was attacked by a group of planes low on the water. Six were shot down, but the planes managed to launch at least five torpedoes, one of which scored a hit on the carrier's starboard quarter. Seriously damaged, the ship steamed to Funafuti 23 November for repairs. With the Gilberts operation, first step on the mid-Pacific road to Japan, underway, *Independence* returned to San Francisco 2 January 1944 for more permanent repairs.

The veteran carrier returned to Pearl Harbor 3 July 1944. During her repair period the ship had been fitted with an additional catapult; and upon her arrival in Hawaiian waters, *Independence* began training for night carrier operations. She continued this pioneering work 24 to 29 August out of Eniwetok. The ship sailed with a large task group 29 August to take part in the Palaus operation, aimed at securing bases for the final assault on the Phillipines in October. *Independence* provided night reconnaissance and night combat air patrol for Task Force 38 during this operation.

In September the fast carrier task force regularly pounded the Philippines in preparation for the invasion. When no Japanese counterattacks developed in this period, *Independence* shifted to regular daytime operations, striking targets on Luzon. After replenishment at Ulithi in early October, the great force sortied 6 October for Okinawa. In the days that followed the carriers struck Okinawa, Formosa, and Philippines in a striking demonstration of the mobility and balance of the fleet. Japanese air counterattacks were repulsed, with *Independence* providing day strike groups in addition to night fighters and reconnaissance aircraft for defensive protection.

As the carrier groups steamed east of the Philippines 23 October, it became apparent, as Admiral Carney later recalled, that "something on a grand scale was underfoot." And indeed it was, as the Japanese fleet moved on a three pronged effort to turn back the American beachhead on Leyte Gulf. Planes from *Independence*'s Task Group 38.2, under Rear Admiral Bogan, spotted Kurita's striking force in the Sibuyan Sea 24 October and the carriers launched a series of attacks. Planes from *Independence* and other ships sank giant battleship *Musashi* and disabled a cruiser.

That evening Admiral Halsey made his fateful decision to turn Task Force 38 northward in search of Admiral Ozawa's carrier group. *Independence*'s night search planes made contact and shadowed the Japanese ships until dawn 25 October, when the carriers launched a massive attack. In this second part of the great Battle for Leyte Gulf, all four Japanese carriers were sunk. Meanwhile American heavy ships had won a great victory in Suriago Strait; and a light carrier force had outfought the remainder of Kurita's ships in the Battle Off Samar. After the great battle, which virtually spelled the end of the Japanese Navy as a major threat, *Independence* continued to provide search planes and night fighter protection for Task Force 38 in strikes on the Philippines. In these operations the ship had contributed to a major development in carrier group operations.

Independence returned to Ulithi for long-delayed rest and replenishment 9 to 14 November, but soon got underway to operate off the Philippines on night attacks and defensive operations. This phase continued until 30 December 1944, when the great task force sortied from Ulithi once more and moved northward. From 3 to 9 January the carriers supported the Lingayen landings on Luzon, after which Halsey took his fleet on a daring foray into the South China Sea. In the days that followed the aircraft struck at air bases on Formosa and on the coasts of Indo China and China. These operations in support of the Philippines campaign marked the end of the carrier's

night operations, and she sailed 30 January 1945 for repairs at Pearl Harbor.

Independence returned to Ulithi 13 March 1945 and got underway next day for operations against Okinawa, last target in the Pacific before Japan itself. She carried out preinvasion strikes 30 to 31 March, and after the assault 1 April remained off the island supplying Combat Air Patrol and strike aircraft. Her planes shot down numerous enemy planes during the desperate Japanese attacks on the invasion force. *Independence* remained off Okinawa until 10 June when she sailed for Leyte.

During July and August the carrier took part in the final carrier strikes against Japan itself, attacks which lowered enemy morale and had much to do with the eventual surrender. After the end of the war 15 August, *Independence* aircraft continued surveillance flights over the mainland locating prisoner of war camps, and covered the landings of Allied occupation troops. The ship departed Tokyo 22 September 1945, arriving San Francisco via Saipan and Guam 31 October.

Independence joined the "Magic-Carpet" fleet beginning 15 November 1945, transporting veterans back to the United States until arriving San Francisco once more 28 January 1946. Assigned as a target vessel for the Bikini atomic bomb tests, she was placed within one-half mile of ground zero for the 1 July explosion. The veteran ship did not sink, however, and after taking part in another explosion 25 July was taken to Kwajalein and decommissioned 28 August 1946. The highly radioactive hulk was later taken to Pearl Harbor and San Francisco for further tests, and was finally sunk in weapons tests off the coast of California 29 January 1951.

Independence received eight battle stars for World War II service.

V

(CVA–62: dp. 56,300 lt.; l. 1046'; b. 236'; ew. 249'6"; dr. 37'; s. 34 k.; cpl. 3,950; a. 8 5"; cl. *Forrestal*)

The fifth *Independence* (CVA–62) was launched by New York Navy Yard 6 June 1958; sponsored by Mrs. Thomas Gates, wife of the Secretary of the Navy; and commissioned 10 January 1959; Captain R. Y. McElroy in command.

One of the newest class of "supercarriers" at the time of her commissioning, *Independence* conducted shakedown training in the Caribbean and arrived her home port Norfolk, 30 June 1959. She operated off the Virginia Capes for the next year on training maneuvers, and departed 4 August 1960 for her first cruise to the Mediterranean. There she added her great strength to the peace-keeping power of the 6th Fleet in that troubled region, remaining in the eastern Mediterranean until her return to Norfolk 3 March 1961. The remainder of the year was spent in training and readiness operations off the Atlantic Coast.

Independence sailed 19 April 1962 for 6th Fleet Duty in support of President Kennedy's firm stand on Berlin during a reoccurrence of stress in a critical area. She returned to Norfolk 27 August and sailed 11 October for the Caribbean Sea. She arrived off Puerto Rico in response to the Communist defiance in the Cuban Missile Crisis and took part in the quarantine operations which finally forced withdrawal of the Russian missiles. She then returned to Norfolk 25 November for readiness exercises along the eastern seaboard, overhaul in the Norfolk Naval Shipyard, and refresher training out of Guantanamo Bay.

Independence departed Norfolk 6 August 1963 to take part in combined readiness exercises in the Bay of Biscay with sea-air units of the United Kingdom and France; then entered the Mediterranean 21 August for further duty with the 6th Fleet. Cruising throughout the Mediterranean, she gained much valuable experience during combined NATO exercises, including close air support to Turkish paratroops, reconnaissance, communications, and convoy strike support. President Makarios of Cyprus paid her a visit 7 October, after which she joined in bilateral U.S.-Italian exercises in the Adriatic with Italian patrol torpedo boats, and U.S.-French exercises which pitted her aircraft against French interceptors and a surface action with French cruiser *Colbert*. She returned to Norfolk 4 March 1964.

Following training exercises ranging north to New York and south to Mayport, Fla., *Independence* departed Norfolk 8 September 1964 for NATO "Teamwork" exercises in the Norwegian Sea and off the coast of France, thence to Gibraltar. She returned to Norfolk 5 November 1964 and entered the Norfolk Naval Shipyard for overhaul.

The first Atlantic Fleet carrier to deploy to the South China Sea in support of Vietnam operations, *Independence* and her embarked Air Wing 7 received the award of the Navy Unit Commendation for exceptionally meritorious service from 5 June to 21 November 1965. They participated in the first major series of coordinated strikes against vital enemy supply lines north of the Hanoi-Haiphong complex, successfully evading the first massive surface-to-air missile barrage in aviation history while attacking assigned targets, and executing, with daring and precision, the first successful attack on an enemy surface-to-air missile installation. The carrier launched more than 7,000 sorties in sustaining an exceptional pace of day and night strike operations against military and logistic supply facilities in North Vietnam. "The superior team spirit, courage, professional competence, and devotion to duty displayed by the officers and men of *Independence* and embarked Attack Carrier Air Wing 7 reflect great credit upon themselves and the United States Naval Service."

Independence returned to her homeport, Norfolk, Va., in December, arriving the 31st. During the first half of 1966, she operated off Norfolk, replenishing and training air groups. On 4 May she participated in Operation "STRIKEX." The carrier departed Norfolk 13 June for European operations with the 6th Fleet. *Independence* was involved with unit and NATO exercises from July into December. She then continued her 6th Fleet deployment into 1967.

India

A former name retained.

(Ship: t. 366; a. none)

India was purchased at New Bedford, Mass., 14 November 1861 for service as an obstruction in the second stone fleet which was sunk in the Maffitt's-Channel approach to Charleston 26 January 1862.

Indian

(M.B. 707: l. 60'9"; b. 11')

Indian, a wooden motor launch, was acquired from Joseph Van Vleck, at Norfolk in 1906. She served as a ferry launch at the Naval Proving Ground, Indian Head, Md., until she collided with the merchant vessel SS *Northland* and sank off Indian Head 31 May 1917.

Indian Island

An island on the Penobscot River in the State of Maine.

(AG–77: dp. 5,766; l. 4,416"; b. 56'11"; dr. 23'; s. 12 k.; cpl. 908; a. 1 5", 4 40mm., 12 20mm., cl. *Basilan;* T. EC2–S–C1)

Indian Island (AG–77) was launched under Maritime Commission contract by the New England Shipbuilding Corp., South Portland, Maine, 19 December 1944; sponsored by Mrs. Mary H. Flaherty; acquired by the Navy 30 December 1944; converted to an AG by Bethlehem Steel Co., Brooklyn, N.Y.; and commissioned 27 July 1945, Lt. Comdr. J. M. O'Toole in command.

After shakedown in Chesapeake Bay, *Indian Island* sailed for the West Coast via the Canal Zone, arriving

San Diego 19 September 1945. She departed San Diego 27 September enroute Shanghai, China, and Sasebo, Japan, where she embarked veterans for return to the United States. Returning to San Francisco 4 December, *Indian Island* departed for Orange, Tex., 14 December where she arrived 2 January 1946. She decommissioned there 11 May 1947 and joined the Texas Group, Atlantic Reserve Fleet. Reclassified AKS–25, 18 August 1951, *Indian Island* remained in the Reserve Fleet until sold for scrapping in August 1960.

Indiana

Indiana, the 19th State, was admitted to the Union 11 December 1816, and was named because it had been the home of Indians.

I

(BB–1 : dp. 10,288 n. ; l. 350'11'' ; b. 69'3'' ; dr. 24' ; s. 15 k. ; cpl. 473 ; a. 4 13'', 8 8'', 4 6'', 20 6-pdr., 6 1-pdr.)

The first *Indiana* (BB–1) was laid down 7 May 1891 by William Cramp & Sons, Philadelphia ; launched 28 February 1893 ; sponsored by Miss Jessie Miller, daughter of the Attorney General of the United States ; and commissioned 20 November 1895, Captain Robley D. Evans in command.

Following fitting out at Philadelphia Navy Yard, *Indiana* trained off the coast of New England. This duty continued until the outbreak of the Spanish-American War in 1898, when *Indiana* formed part of Admiral Sampson's squadron. The 10 ships sailed south to intercept Cervera's Spanish squadron, known to be en route to the Caribbean. *Indiana* took part in bombardment of San Juan 12 May 1898, and returned to Key West with the squadron to guard Havana 18 May. After it was discovered that Cervera was at Santiago, Sampson joined Schley there 1 June and took up the blockade.

In late June, Army units arrived and were landed for an assault on Santiago. Cervera saw that his situation was desperate and began his gallant dash out of Santiago 3 July 1898, hoping to outrun the American blockaders. *Indiana* did not join in the initial chase because of her extreme eastern position on the blockade, but was near the harbor entrance when destroyers *Pluton* and *Furor* emerged. In a short time both ships were destroyed by *Indiana's* guns and those of the other ships. Meanwhile the remaining Spanish vessels were sunk or run ashore, in one of the two major naval engagements of the war.

Indiana returned to her previous pattern of training exercises and fleet maneuvers after the war, and made practice cruises for midshipmen of the Naval Academy before decommissioning 29 December 1903.

The battleship recommissioned at New York Navy Yard 9 January 1906. During this phase of her career, *Indiana*

CVL22/A16-3 U.S.S. INDEPENDENCE (10/)

Serial No. 0015

Subject: Action Report on Stalemate II.

- -

these of routine patrols, CAP and ASP. Plans to conduct night heckler operations and night attacks on shipping failed to materialize due to complete lack of suitable targets. Opportunities to utilize this group of highly trained specialists in night operations were non-existant except for occasional predawn take-offs and occasional landings after sunset by the CAP.

5. During the period 19 thru 24 September, the Fighting Squadron of the INDEPENDENCE took part in the highly successful attacks on Luzon and on Coron Bay. In these operations, the INDEPENDENCE group lost its identity as a night operating organization and performed all the functions of the normal CVL group in a highly creditable manner, this in spite of the fact that previous training had entirely overlooked training in fighting plane tactics and had concentrated upon the training required by the individual for night interceptions and for individual gunnery.

7. On the evening of 12 September, VF 41 had its one opportunity to demonstrate its proficiency in its specialty by successfully intercepting and splashing a Dinah after a chase of 69 miles which involved a rapid climb to 23,000 feet. The return to the ship after dark and subsequent landing of 4 VF was completed in an expeditious manner.

FILE

A16-3/(11)

Serial 0015

UNITED STATES PACIFIC FLEET
THIRD FLEET

dm
Reg. No. OM-12011

R.S. No. 5-88

JAN 16 1945

3rd Endorsement on
CO, USS INDEPENDENCE
Secret ltr., serial
0015 dated 1 October
1944.

From: Commander THIRD Fleet.
To : Commander-in-Chief, United States Fleet.
Via : Commander-in-Chief, U. S. Pacific Fleet.

Subject: Action Report on Stalemate II.

1. Forwarded, concurring in the second endorsement.

2. At this writing, the night carrier task group is an actuality and, though its operations have so far been limited, the worth has been proved.

W. F. Halsey

W. F. Halsey

Copy to:
CO, USS INDEPENDENCE
CTG 38.2

served with the Naval Academy Practice Squadron, sailing to Northern Europe and the Mediterranean. At Queenstown, Ireland, she fired a 21-gun salute 22 June 1911 in honor of the coronation of King George V. This important work in training the Navy's future leaders ended in 1914 and she decommissioned at Philadelphia 23 May 1914.

Indiana recommissioned a second time 24 May 1917, and served through World I as a training ship for gun crews off Tomkinsville, N.Y., and in the York River, Va. She decommissioned at Philadelphia 31 January 1919. The name *Indiana* was canceled 29 March 1919 and she was reclassified Coast Battleship Number 1 so that the name could be assigned to a newly authorized battleship. She was used as a target in an important series of tests designed to determine the effectiveness of aerial bombs and was sunk in November 1920. Her hulk was sold for scrap 19 March 1924.

Indiana (BB-50) was laid down by the New York Navy Yard 1 November 1920, but her construction was canceled 8 February 1922 in accordance with the terms of the Washington Treaty for naval limitation.

II

(BB-58: dp. 35,000; l. 680'; b. 108'2"; dr. 29'3"; s. 27 k.; cpl. 2,500; a. 9 16", 20 5", 24 40mm., 16 20mm., cl. *Indiana*)

Indiana (BB-58) was launched by Newport News Shipbuilding & Dry Dock Co., Newport News, Va., 21 November 1941; sponsored by Mrs. Lewis C. Robbins, daughter of Indiana governor Henry F. Schricker; and commissioned 30 April 1942, Captain A. S. Merrill in command.

Following shakedown in Casco Bay, Maine, the new battleship steamed through the Panama Canal to bolster U.S. fleet units in the Pacific during the critical early

USS *Independence* (CVA–62) on 30 July 1963

months of World War II. She joined Rear Admiral Lee's carrier screening force 28 November 1942. For the next 11 months, *Indiana* helped protect carriers *Enterprise* and *Saratoga*, then supporting American advances in the Solomons.

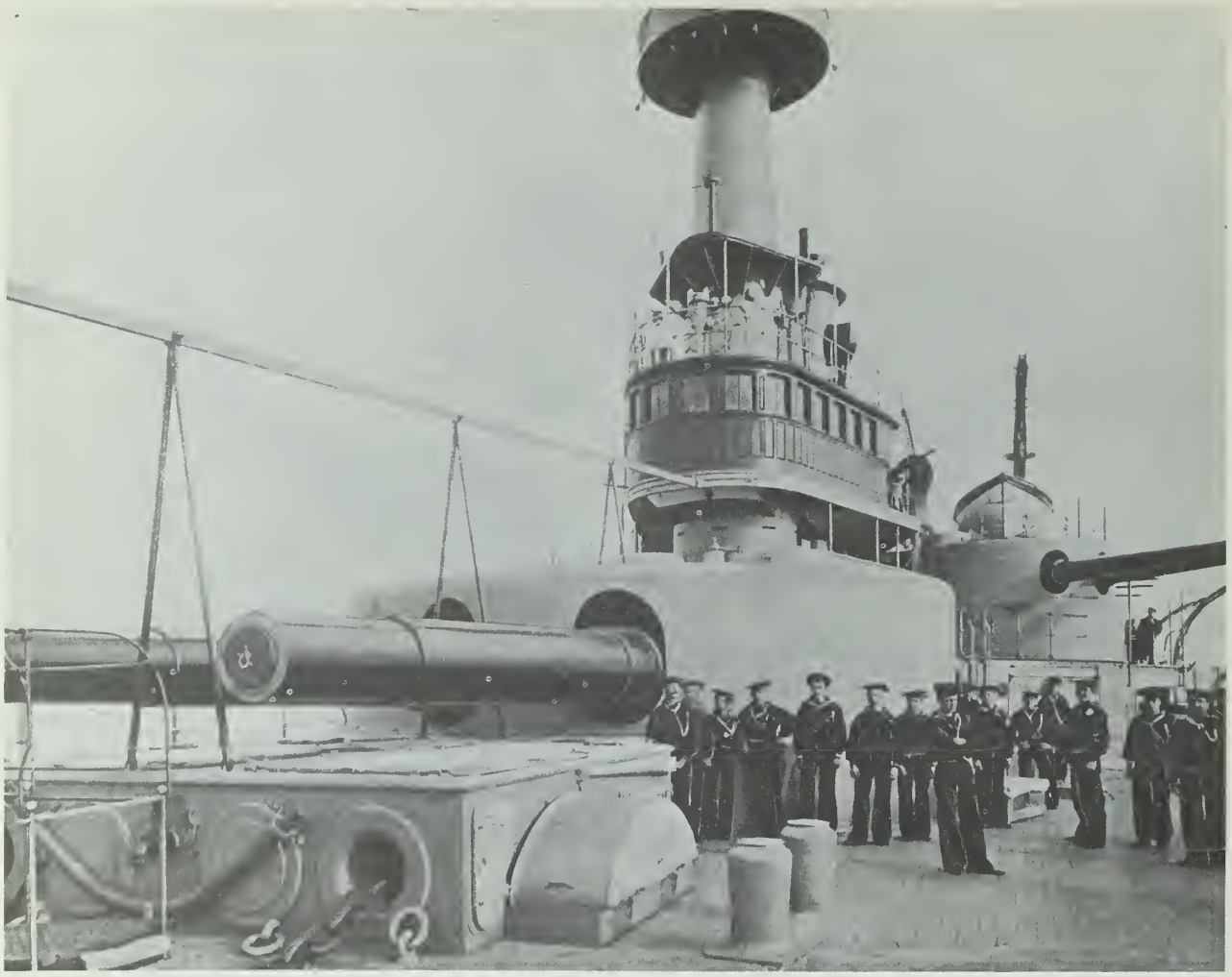
Indiana steamed to Pearl Harbor 21 October 1943, and departed 11 November with the support forces designated for the invasion of the Gilbert Islands. The battleship protected the carriers which supported the Marines during the bloody fight for Tarawa. Then late in January 1944 she bombarded Kwajalein for 8 days prior to the Marshall Island landings, 1 February. While maneuvering to refuel destroyers that night, *Indiana* collided with battleship *Washington*. Temporary repairs to her starboard side were made at Majuro, and she arrived Pearl Harbor 13 February for additional work.

Indiana joined famed Task Force 58 for the Truk raid 29–30 April and bombarded Ponape Island 1 May. In June the battlewagon proceeded to the Marianas with a giant American fleet for the invasion of that strategic group. She bombarded Saipan 13–14 June and brought down several enemy aircraft while fighting off concentrated air attacks June 15. As the Japanese fleet closed the Marianas for a decisive naval battle, *Indiana* steamed out to meet them as part of Rear Admiral Lee's battle line. The great fleets approached each other 19 June for the biggest carrier engagement of the war, and as four large air raids hit the American formations, *Indiana*, aided by other ships in the screens and carrier planes, downed hundreds of the attackers. With able assistance from submarines, Mitscher sank two Japanese carriers in addition to inflicting fatal losses on the enemy naval air arm during "The Great Marianas Turkey Shoot." *Indiana* shot down several planes, and sustained only two near torpedo misses. The issue decided, the battleship resumed her screening duties around the carriers, and stayed at sea 64 days in daily support of the Marianas invasion.

In August the battleship began operations as a unit of Task Group 38.3, bombarding the Palaus, and later the Philippines. She screened strikes on enemy shore installations 12–30 September 1944, helping to prepare for the coming invasion of Leyte. *Indiana* departed for Bremerton, Wash., arriving 23 October.

Reaching Pearl Harbor 12 December, the battleship immediately began underway training preparedness. She sailed 10 January 1945 and with a fleet of battleships and cruisers bombarded Iwo Jima 24 January. *Indiana* then joined Task Force 58 at Ulithi and sortied 10 February for the invasion of that strategic island, next step on the island road to Japan. She supported the carriers during a raid on Tokyo 17 February and again on 25 February, screening strikes on Iwo Jima in the interval. *Indiana* arrived Ulithi for replenishment 5 March 1945, having just supported a strike on the next target—Okinawa.

Indiana steamed out of Ulithi 14 March for the massive Okinawa invasion, and until June 1945 steamed in support of carrier operations against Japan and Okinawa. These devastating strikes did much to aid the ground campaign and lower Japanese morale at home. During this period she often repelled enemy suicide plane attacks as the Japanese tried desperately but vainly to stem the mounting tide of defeat. In early June she rode out a terrific typhoon, and sailed to San Pedro Bay, Philippines, 13 June.



Forward main deck of USS *Indiana* (BB–1)

As a member of Task Group 38.1 *Indiana* operated from 1 July to 15 August supporting air strikes against Japan and bombarded coastal targets with her big guns. The veteran battleship arrived Tokyo Bay 5 September and 9 days later sailed for San Francisco, where she arrived 29 September 1945. She was placed in reserve in commission at Bremerton 11 September 1946. She decommissioned 11 September 1947, and entered the Pacific Reserve Fleet. She was stricken from the Navy List 1 June 1962 and sold for scrap. *Indiana*'s mast is erected at the University of Indiana at Bloomington; her anchor rests at Fort Wayne; and other relics are on display in various museums and schools throughout the State.

Indiana received nine battle stars for World War II service.

Indiana, see *YM–18*

Indianapolis

The capital of Indiana.

I

(Str: dp. 16,900; l. 439′6″; b. 60′; dr. 28′½″; s. 11 k.; cpl. 70)

Indianapolis was launched 4 July 1918 by Pusey & Jones, Gloucester, N.J., for USSB; delivered to the Navy Department 12 December 1918; and commissioned the same day at the Philadelphia Navy Yard, Lt. Comdr. J. M. Masury, USNRF, in command.

Attached to NOTS, *Indianapolis* carried cargo to Europe—Philadelphia to England and Holland—returning to Norfolk (28 December 1918–23 February 1919); and Norfolk to France and back (31 March–22 June 1919). She decommissioned 9 July 1919, and was returned to USSB at Norfolk the same day.

II

(CA–35: dp. 9,800; l. 610′; b. 66′; dr. 17′4″; s. 32 k.; cpl. 1,269; a. 9 8″, 8 5″; cl. *Portland*)

Indianapolis was laid down 31 March 1930 by the New York Shipbuilding Corp., Camden, N.J.; launched 7 November 1931; sponsored by Miss Lucy Taggart, daughter of the late Senator Thomas Taggart, a former mayor of Indianapolis; and commissioned at the Philadelphia Navy Yard 15 November 1932, Captain John M. Smeallie in command.

Following shakedown in the Atlantic and Guantanamo Bay until 23 February 1932, *Indianapolis* trained in the Canal Zone and in Pacific off the Chilean coast. After overhaul at the Philadelphia Navy Yard, the heavy cruiser

Fleet Admiral Nimitz received his "At Sea Training" in USS *Indiana* during his plebe year at the Naval Academy in 1901.

USS *Indiana* (BB–58) on 8 September 1942

sailed to Maine to embark President Roosevelt at Campobello Island 1 July 1933. Getting underway the same day, *Indianapolis* arrived Annapolis 2 days later where she entertained six members of the cabinet. After disembarking the President, she departed Annapolis 4 July, and returned to the Philadelphia Navy Yard.

On 6 September, Secretary of the Navy Claude A. Swanson broke his flag in *Indianapolis* for an inspection tour of the Pacific, visiting the Canal Zone, Hawaii, and the fleet in the San Pedro-San Diego area. He debarked at San Diego 27 October, and *Indianapolis* became flagship of the Scouting Force 1 November 1933. Following maneuvers off the West Coast, she departed Long Beach, Calif., 9 April 1934 and arrived New York City 29 May. There she again embarked the President and his party for a review of the Fleet. She arrived Long Beach 9 November 1934 for tactical war problems with the Scouting Fleet.

Indianapolis acted as flagship for the remainder of her peacetime career, and again welcomed President Roosevelt at Charleston, S.C., 18 November 1936 for a "Good-Neighbor" cruise to South America. After carrying President Roosevelt to Rio de Janeiro, Buenos Aires, and Montevideo for state visits, she returned to Charleston 15 December where the presidential party left the ship.

As international tension built up during ensuing years and the United States girded to meet aggression, the heavy cruiser's intensified training program fused ship and crew into a fighting machine of high efficiency ready to defend the Nation from any enemy who might attack.

When Japanese bombs struck Pearl Harbor, *Indianapolis*, then making a simulated bombardment of Johnston Island, immediately joined Task Force 12 and searched for Japanese carriers reportedly still in the vicinity. She arrived Pearl Harbor 13 December and entered Task Force 11 for operations against the enemy.

Her first action came in the South Pacific deep in enemy-dominated waters about 350 miles south of Rabaul, New Britain. Late in the afternoon of 20 February 1942, the American ships were attacked by 18 twin-engined bombers, flying in 2 waves. In the battle that followed, 16 of the planes were shot down by accurate antiaircraft fire of the ships and fighter planes from *Lexington*. All ships escaped damage and they splashed two trailing Japanese seaplanes.

On 10 March the Task Force, reinforced by carrier *Yorktown*, attacked enemy ports at Lae and Salamaua, New Guinea, where the enemy was marshalling amphibious forces. Carrier-based planes achieved complete surprise by flying in from the south, crossing the high Owen Stanley mountain range, and swooping in to strike Japanese harbor shipping. As they inflicted heavy damage on Japanese warships and transports, the American flyers knocked down many of the enemy planes which rose to protect the ports. American losses were exceptionally light.

Indianapolis then returned to the United States for overhaul and alterations in the Mare Island Navy Yard. Reinvigorated, *Indianapolis* escorted a convoy to Australia, then headed for the North Pacific where Japanese landings in the Aleutians had created a precarious situation. The weather along this barren chain of islands is noted for continuous coldness; persistent and unpredictable fogs; constant rain, snow, and sleet; and sudden storms with violent winds and heavy seas.

By 7 August, the task force to which *Indianapolis* was attached finally found an opening in the thick fog which hid the Japanese stronghold at Kiska Island, and imperiled ships in the treacherous and partially uncharted nearby coasts. *Indianapolis*' 8-inch guns opened up along with those of the other ships. Although fog hindered observation, scout planes flown from the cruisers reported seeing ships sinking in the harbor and fires burning among shore installations. So complete was the tactical surprise that it was 15 minutes before shore batteries began to answer; and some of them fired into the air, believing they were being bombed. Most of them were silenced by accurate gunnery from the ships.

Japanese submarines then appeared but were promptly depth-charged by American destroyers. Japanese seaplanes also made an ineffective bombing attack. The operation was considered a success despite the scanty information on its results. It also demonstrated the necessity of obtaining bases nearer the Japanese-held islands. Consequently, U.S. forces occupied the island of Adak later in the month, providing a base suitable for surface craft and planes further along the island chain from Dutch Harbor.

In January 1943, *Indianapolis* supported the U.S. occupation of Amchitka, which gave us another base in the Aleutians.

On the night of 19 February 1943, while *Indianapolis* and two destroyers patrolled southwest of Attu, hoping to intercept enemy ships running reinforcements and supplies into Kiska and Attu, she contacted a Japanese cargo ship, *Akagane Maru*. When challenged, the enemy tried to feign a reply but was shelled by *Indianapolis*' 8-inch guns. Since the maru exploded with great force and left no survivors, she was presumably laden with ammunition.

Throughout the spring and summer of 1943, *Indianapolis* operated in Aleutian waters escorting American convoys and covering amphibious assaults. In May the Navy took Attu, the first territory stolen by the Japanese to be reconquered by the United States. After Attu was proclaimed secure, the U.S. forces focused their attention on Kiska, the last enemy stronghold in the Aleutians. However, the Japanese managed to evacuate their entire garrison under cover of persistent, thick fog before our landings there 15 August.

After refitting at Mare Island, the ship next moved to Hawaii where she became flagship of Vice Admiral Spruance commanding the 5th Fleet. She sortied from Pearl Harbor 10 November with the main body of the Southern Attack Force of the Assault Force for Operation "Galvanic," the invasion of the Gilbert Islands. On 19 November 1943, *Indianapolis*, in a force of cruisers bombarded Tarawa and next day pounded Makin. The ship then returned to Tarawa and acted as a fire-support ship for the landings. That day her guns splashed an enemy plane and shelled enemy strong points as valiant landing parties struggled against fanatical Japanese defenders in an extremely bloody and costly battle. She continued this role until the leveled island was declared secure 3 days later.

The conquest of the Marshall Islands followed hard on victory in the Gilberts. *Indianapolis* was again 5th Fleet Flagship. She rendezvoused with other ships of her task force at Tarawa, and on D-Day minus 1, 31 January 1944, she was a unit of the cruiser group which bombarded the islands of Kwajalein Atoll. The shelling continued on D-Day with *Indianapolis* silencing two enemy shore batteries. Next day she obliterated a blockhouse and other shore installations and supported advancing troops with a creeping barrage. The ship entered Kwajalein Lagoon 4 February and remained until all resistance disappeared.

During March and April of 1944, *Indianapolis*, still flagship of the 5th Fleet, attacked the Western Carolines. Carrier planes struck at the Palau Islands 30–31 March with shipping as their primary target. They sank 3 destroyers, 17 freighters, 5 oilers and damaged 17 other ships. In addition, airfields were bombed and surrounding waters mined to immobilize enemy ships. Yap and Ulithi were struck on the 31st and Woleai on 1 April. During these 3 days, enemy planes attacked the U.S. fleet but were driven off without damaging the American ships. *Indianapolis* shot down her second plane, a torpedo bomber, and the enemy lost 160 planes in all, including 46 destroyed on the ground. These attacks successfully prevented enemy forces from the Carolines from interfering with the U.S. landings on New Guinea.

During June, the 5th Fleet was busy with the Marianas assault, raids on Saipan which began with carrier-based planes on the 11th followed by surface bombardment, in which *Indianapolis* had a major role, from 13 June. On D-Day, 15 June, Admiral Spruance received reports that

a large fleet of battleships, carriers, cruisers, and destroyers was headed south to relieve their threatened garrisons in the Marianas. Since amphibious operations at Saipan had to be protected at all costs, Admiral Spruance could not draw his powerful surface units too far from the scene. Consequently, a fast carrier force was sent to meet this threat while another force attacked Japanese air bases on Iwo Jima and Chichi Jima in the Bonin and Volcano Islands—bases for dangerous potential enemy air attacks.

A combined fleet met the enemy on 19 June in the Battle of the Philippine Sea. Enemy carrier planes, which hoped to use the airfields of Guam and Tinian to refuel and rearm and attack our off-shore shipping, were met by carrier planes and the guns of the escorting ships. That day the Navy destroyed 402 enemy planes while losing only 17 of her own. *Indianapolis*, which had operated with the force which struck Iwo Jima and Chichi Jima, shot down one torpedo plane. This famous day's work became known throughout the fleet as the "Marianas Turkey Shoot." With enemy air opposition wiped out, the U.S. carrier planes pursued and sank two enemy carriers, two destroyers, and one tanker and inflicted severe damage on other ships. *Indianapolis* returned to Saipan on 23 June to resume fire support there and 6 days later moved to Tinian to smash shore installations. Meanwhile, Guam had been taken; and *Indianapolis* was the first ship to enter Apra Harbor since that American base had fallen early in the war. The ship operated in the Marianas area for the next few weeks, then moved to the Western Carolines where further landings were planned. From 12 to 29 September she bombarded the Island of Peleliu in the Palau Group, both before and after the landings. She then sailed to Manus in the Admiralty Islands where she operated for 10 days before returning to the Mare Island Navy Yard.

Overhauled, *Indianapolis* joined Vice Adm. Marc A. Mitscher's fast carrier task force on 14 February 1945 2 days before it made the first attack on Tokyo since General Doolittle's famous raid in April 1942. The operation covered American landings on Iwo Jima, scheduled for 19 February 1945, by destroying Japanese air facilities and other installations in the "Home Islands". Complete tactical surprise was achieved by approaching the Japanese coast under cover of bad weather, and attacks were pressed home for 2 days. On 16 and 17 February, the American Navy lost 49 carrier planes while shooting down or destroying on the ground 499 enemy planes. Besides this 10-to-1 edge in aircraft victories, Mitscher's Force sank a carrier, 9 coastal ships, a destroyer, 2 destroyer escorts, and a cargo ship. Moreover, they wrecked hangers, shops, aircraft installations, factories, and other industrial targets. Throughout the action, *Indianapolis* played her vital role of support ship.

Immediately after the strikes, the Task Force raced to the Bonins to support the landings on Iwo Jima. The ship remained there until 1 March, aiding in the bloody struggle for that little island by protecting the invasion ships and training her guns on any targets spotted on the beach. The ship returned to Admiral Mitscher's Task Force in time to strike Tokyo again on 25 February and Hachijo off the southern coast of Honshu the following day. Although weather was extremely bad, the Americans destroyed 158 planes and sank 5 small ships while pounding ground installations and demolishing trains.

A large base close to the home islands was needed to press the attack, and Okinawa in the Ryukyus seemed ideal for the part. To capture it with minimum losses, airfields in southern Japan had to be pounded until they were incapable of launching effective airborne opposition to the impending invasion.

Indianapolis, with the fast carrier force, departed Ulithi 14 March 1945, and proceeded toward the Japanese coast. On 18 March, from a position 100 miles southeast of Kyushu, the flat-tops launched strikes against airfields on the island, ships of the Japanese fleet in the harbors of Kobe and Kure on southern Honshu. After locating the American Task Force 21 March, Japan sent 48 planes to attack the ships, but 24 planes from the carriers intercepted the enemy aircraft some 60 miles away. At the end of the battle, every one of the enemy planes was in the sea.

Preinvasion bombardment of Okinawa began 24 March and for 7 days *Indianapolis* poured 8-inch shells into the beach defenses. Meanwhile, enemy aircraft repeatedly attacked the ships; and *Indianapolis* shot down six planes and assisted in splashing two others. On 31 March, the day before the invasion, the ship's sky lookouts spotted a Japanese single-engined fighter plane as it emerged from the morning twilight and roared at the bridge in a vertical dive. The ship's 20-millimeter guns opened fire, but less than 15 seconds after it was spotted the plane was over the ship. Tracer shells crashed into the plane, causing it to swerve; but the enemy pilot managed to release his bomb from a height of 25 feet and crash his plane on the port side of the after main deck. The plane toppled into the sea, causing little damage; but the bomb plummeted through the deck armor, the crew's mess hall, the berthing compartment below, and the fuel tanks still lower before crashing through the bottom of the ship and exploding in the water under the ship. The concussion blew two gaping holes in the ship bottom and flooded compartments in the area, killing nine crewmen. Although *Indianapolis* settled slightly by the stern and listed to port, there was no progressive flooding; and the plucky cruiser steamed to a salvage ship for emergency repairs. Here, inspection revealed that her propeller shafts were damaged, her fuel tanks ruptured, her water-distilling equipment ruined; nevertheless, the battle-proud cruiser made the long trip across the Pacific to the Mare Island Navy Yard under her own power.

After repairs and overhaul, *Indianapolis* received orders to proceed at high speed to Tinian, carrying parts and nuclear material to be used in the atomic bombs which were soon to be dropped on Hiroshima and Nagasaki. Due to the urgency of her mission, *Indianapolis* departed San Francisco on 16 July, foregoing her postrepair shakedown period. Touching at Pearl Harbor 19 July, she raced on unescorted and arrived Tinian 26 July, having set a record in covering some 5000 miles from San Francisco in only 10 days.

After delivering her top-secret cargo at Tinian, *Indianapolis* was dispatched to Guam where she disembarked men and reported for onward routine to Leyte. From there she was to report to Vice Adm. Jesse B. Oldendorf for further duty off Okinawa. Departing Guam 28 July, *Indianapolis* proceeded by a direct route, unescorted. Early in the morning, 12:15 a.m., 30 July 1945, 2 heavy explosions occurred against her starboard side forward, and she capsized and sank in 12 minutes, at 12°02′ N., 134°48′ E. *Indianapolis* had been hit by two torpedoes from Japanese submarine *I–58*, Commander Machitsura Hashimoto in command. The seas had been moderate; the visibility, good; *Indianapolis* had been steaming at 17 knots. When the ship did not reach Leyte on the 31st, as scheduled, no report was made that she was overdue. This omission was due to a misunderstanding of the Movement Report System. Thus it was not until 1025 on 2 August that the survivors were sighted, mostly held afloat by life jackets, although there were a few rafts which had been cut loose before the ship went down. They were sighted by a plane on routine patrol; the pilot immediately dropped a life raft and a radio transmitter. All air and surface units capable of rescue operations were dispatched to the scene at once, and the surrounding waters were thoroughly searched for survivors.

Upon completion of rescue operations, 8 August, a radius of 100 miles had been combed by day and by night, saving 316 of the crew of 1,199 men.

Captain Charles B. McVay, III, USN, commanding officer of *Indianapolis* at the time of her sinking, was vindicated from any blame concerned with the loss of his ship. All personnel involved in the failure to report the ship's absence from Leyte were also exonerated, after all the evidence had been carefully weighed.

Traditionally the flagship of the powerful 5th Fleet,

she had served with honor from Pearl Harbor through the last campaign of the war and had gone down in action a scant two weeks before the war's end.

Indianapolis earned 10 battle stars for World War II service.

Indianola

(SwScStr: t. 511; l. 174′; b. 50′; dr. 5′; s. 9 k.; a. 2 11″ D.sb., 2 9″ D.sb.)

Indianola, an ironclad gunboat propelled by both side wheels and screw propellers, was built at Cincinnati by Joseph Brown. The danger that Confederate Gen. Kirby Smith, whose troops had reached Covington, Ky., just across the Ohio River, would capture Cincinnati, prompted Brig. Gen. Lew Wallace to take *Indianola* from the contractor before completion 2 September 1862 and have her launched 2 days later. Acting Master Edward Shaw was placed in command of the ship 18 September, and she was reported in commission 9 days later.

Indianola was "armed and ready to defend Cincinnati" 23 October but was not completed. When ready for general service several weeks later, the water level in the Ohio had fallen too much for her to get over the falls at Louisville. She finally arrived at Cairo, Ill. and joined the Mississippi Squadron 23 January 1863. She served briefly in the Mississippi and the Yazoo Rivers before running past the Confederate batteries at Vicksburg to join *Queen of the West* in an effort to stop the Confederate flow of supplies from the Red River.

She left her anchorage in the Yazoo at 10:15 p.m. 13 February and moved slowly down stream until the first gun was fired at her from the Vicksburg cliffs slightly more than an hour later. She then raced ahead at full speed until out of range of the Confederate cannon which thundered at her from above. She anchored for the night 4 miles below Warrenton, Miss., and early the next morning got underway down river.

Two days later, 16 February, *Indianola* met prize steamer *Era No. 5* manned by the survivors of *Queen of the West* which had run aground while under heavy fire from Confederate shore batteries at Gordon's Landing in the Red River. Late that afternoon lookouts in *Indianola* spotted Confederate steamer *Webb* abreast Ellis Cliffs. She promptly cleared for action and steamed ahead full speed firing at the Southern ship which proved to be barely out of range. *Webb* turned about and dashed down stream and out of sight around a bend in the river. A heavy fog set in compelling *Indianola* to give up the chase and anchor for the night. Early the next afternoon the fog cleared enabling *Indianola* to proceed to the mouth of the Red River where she maintained a strict blockade until 21 February when she began steaming upstream. Her progress was slowed by two coal barges which she towed so that she might furnish fuel to any ships sent to reinforce her from above Vicksburg. On the evening of 24 February *Webb* and *Queen of the West*, now Confederate-manned, overtook *Indianola* and attacked from each side ramming her seven times before the game ironclad, "in an almost powerless condition" ran her bow on the west bank of the river and surrendered.

The loss of *Indianola* was deeply distressing to the Union. It ended Admiral Porter's efforts to blockade the Red River by detached vessels while keeping the body of his fleet above Vicksburg, and it prompted Farragut's costly run by the South's forts at Port Hudson 14 March 1863. On the brighter side, it set the stage for one of the most successful hoaxes of the war. A dummy monitor was made by building paddle boxes on an old coal barge to simulate a turret which in turn was adorned with logs painted black to resemble guns. Pork-barrel funnels containing burning smudge pots were the final touch added just before the strange craft was cast adrift to float past Vicksburg on the night of *Indianola*'s surrender, Word of this "river Monitor" panicked the salvage crew working on *Indianola* causing them to set off the ships magazines to prevent her recapture.

After Vicksburg fell, and following long and difficult struggle, *Indianola* was refloated 5 January 1865 and towed to Mound City 17 January where she was sold.

Indicative

Giving intimation or knowledge.

(AM–250: dp. 530; l. 184′6″; b. 33′; dr. 9′9″; s. 15 k.; cpl. 104; a. 1 3″; 4 40mm.; cl. *Admirable*)

Indicative (AM–250), a steel-hulled minesweeper, was laid down 29 September 1943 by Savannah Machine & Foundary Co., Savannah, Ga.; launched 12 September 1943; sponsored by Mrs. E. L. Smith; and commissioned 26 June 1944, Lt. E. A. Comee in command.

Following shakedown and a training period at Little Creek, Va., *Indicative* sailed 19 August 1944 for anti-submarine exercises off Bermuda. She then took up regu-

USS *Indianapolis* (CA–35) and line of battleships in fleet review at New York 31 May 1934

1863

lar duties as a convoy escort vessel between U.S. ports and Bermuda, helping to counter the German submarine menace in the western Atlantic.

The minesweeper departed New York 5 February 1945 and steamed by way of the Canal Zone and West Coast ports to Cold Bay, Alaska, arriving 4 April 1945. With other minecraft, she was transferred to Russia under Lend-Lease the next day. She was not returned after the war and was probably lost between 1948 and 1950.

Indien

(Fr: t. 1,430; l. 170′; b. 43′3″; dph. 16′6″; cpl. 550)

L'Indien, a frigate built for the U.S. Commissioners in France, Benjamin Franklin, Silas Dean, and Arthur Lee, was laid down early in 1777 by a private shipyard in Amsterdam, Holland. Late in the year John Paul Jones sailed for France, hoping to assume command of *L'Indien;* but, before his arrival, financial difficulties and opposition from the still-neutral Dutch government, under pressure from Great Britain, had forced the Commissioners to sell the new frigate to the King of France.

For over 2 years the ship remained idle while several American and European agents schemed to obtain her. Finally, on 30 May 1780 the King granted her to the Duke of Luxembourg, who simultaneously chartered her to South Carolina, represented by Commodore Alexander Gillon of the South Carolina Navy. Gillon renamed the frigate *South Carolina* (see *South Carolina* in "States Navy Appendix," Vol. V, *DANFS*).

Subsequently, she took several prizes and led the combined United States-Spanish expedition which captured the Bahamas. British man-of-war *Astrea, Diomede,* and *Quebec* captured *South Carolina* as she attempted to dash out of Philadelphia through the British blockade 20 December 1782.

Perhaps her greatest significance comes from the fact the marine architect Joshua Humphreys studied her sleek hull and used her lines in designing the U.S. Navy's first frigates, especially *Constitution* and *Constellation.*

Indolence, see *YP–143*

Indra

In Vedic mythology, the great national God of the Indo-Aryans.

(ARL–37: dp. 2,125; l. 328′; b. 50′; dr. 14′; s. 12 k.; cpl. 253; a. 1 3″, 8 40mm.; cl. *Achelous*)

Indra (ARL–37) was laid down as LST–1147 on 12 February 1945; reclassified while building and launched as ARL–37 by Chicago Bridge & Iron Co., Seneca, Ill., 21 May 1945; sponsored by Mrs. Regina K. Hlubek; placed in reduced commission and brought to Bethlehem-Key Highway Shipyard, Baltimore, for conversion, and commissioned 2 October 1945, Lt. Comdr. R. J. Siegelman in command.

After shakedown *Indra* sailed to Green Cove Springs, Fla., where she remained from 30 November 1945 until 8 May 1946. She then steamed through the Panama Canal to San Diego, arriving 4 June. The ship remained in California until departing 7 January 1947 for the Far East. *Indra* arrived Tsingtao 19 February to support American marines there attempting to stabilize the volatile Chinese situation and protect American lives and property. She performed repair and general services there and at Shanghai until 30 August, when she sailed for San Diego. Upon her arrival 25 September 1947, *Indra* decommissioned 6 October and entered the Pacific Reserve Fleet, San Diego group, where she remains.

Indus

The Indian, a southern constellation between Grus and Pavo.

(AKN–1: dp. 4,023 lt.; l. 441′6″; b. 56′11″; dr. 28′4″; s. 11 k.; cpl. 228; a. 1 5″, 4 40mm.; cl. *Indus;* T. EC2–S–C1)

Indus (AKN–1) was launched as liberty ship *Theodore Roosevelt* by Bethlehem-Fairfield Shipyard, Inc., Baltimore, Md., 29 October 1943 under Maritime Commission contract; sponsored by Mrs. William MacMillan, granddaughter of President Theodore Roosevelt; acquired by the Navy 5 November 1943; converted at Maryland Dry

Dock Co.; and renamed *Indus*. She commissioned 15 February 1944, Comdr. A. S. Einmo in command.

After the installation of additional equipment at Norfolk, the net cargo ship conducted shakedown in Chesapeake Bay until 14 March 1944. She sailed from Norfolk 1 April for the Pacific theater, via the Canal Zone, and arrived Espiritu Santo 12 May 1944. Her first assignment was the installation of nets in Seeadler Harbor, and she arrived there 1 June 1944 to direct and support the work of net-laying ships. With these important antitorpedo nets completed, the ship departed 29 July to load gear at Milne Bay, New Guinea, arriving Mios Woendi to install nets 30 August. *Indus* then returned to Milne Bay 27 September, and soon afterward became flagship for Commander 7th Fleet Service Forces during the Leyte operation. She sailed 12 October for Hollandia and arrived Leyte Gulf 24 October to support that vital operation. The versatile ship issued stores and did repair work during this period, and during the numerous air raids shot down at least two Japanese aircraft. She departed 6 December for Hollandia where she loaded additional gear and provisions.

As the next major assault in the Philippines, the Lingayen Gulf operation, began to take shape at staging bases, *Indus* joined the service group and departed 28 December for the landing. Although the Japanese made desperate air attacks on the convoy, sinking some ships but suffering heavy losses themselves, the fleet resolutely drove through to its objective. *Indus* arrived safely at the assault area 9 January 1945 and performed service duties during the initial landing stages. Departing 23 February, the ship sailed to the recaptured base at Subic Bay and on 28 February began to establish net defenses. She continued this vital work until departing 11 May for Hollandia, where she arrived two days later.

Indus returned to the Manila Bay area 24 May to unload supplies, then sailed 1 June for Pearl Harbor. She remained there until 30 June, when she sailed with net gear for Eniwetok Atoll, for work on the net defenses there. The veteran ship returned to Pearl Harbor in August, and was in port when the surrender of Japan was announced. She subsequently carried cargo and did net work at Eniwetok, Saipan, and Kwajelein until the end of 1945. She returned to Norfolk 14 March 1946, via the Panama Canal, decommissioned at Norfolk 20 May 1946, and was returned to the Maritime Commission 3 days later. Placed in the National Defense Reserve Fleet under her old name, she is berthed at Wilmington, N.C.

Indus received one battle star for World War II service.

Industry

Habitual diligence in any employment or pursuit.

(AMc–86: dp. 195; l. 97′; b. 21′; dr. 9′1″; s. 10 k.; cpl. 16; a. 2 .50 cal. mg.; cl. *Accentor*)

Industry (AMc–86) was laid down 11 May 1941 by F. L. Fulton Shipyard, Antioch, Calif.; launched 6 September 1941; sponsored by Miss June Marken; and placed in service 19 December 1941.

Following shakedown training, the wooden-hulled minesweeper sailed for Hawaii, arriving Pearl Harbor 11 March 1942. For more than 2 years the ship swept the channels of Pearl Harbor and Honolulu Harbor. As the Pacific war neared its climax in late 1944, the need for mine locator vessels became acute, and *Industry*'s sweeping equipment was replaced by sound gear and diving equipment for underwater locator work. She commissioned 15 December 1944 and began training in company with *Medrick* (AMc–203).

Industry and two other converted minesweepers departed Pearl Harbor 1 May 1945 and, after stops at Eniwetok, Guam and Saipan, arrived off Okinawa 4 July. There she located and raised mines and sunken Japanese midget submarines during the months that followed. The ship fought off enemy air raids in July and August, and in September endured a major typhoon. The ship was scheduled to depart for Japan in early October, but her departure was delayed by another typhoon, this one ranking with the most powerful in the recent history of Okinawa. In the violent storm in Buckner Bay 9 October, *Industry* drove ashore on a reef. Her crew kept her afloat until rescue came next morning. The battered minesweeper was finally stripped and decommissioned 22 December 1945. The remaining hulk was sunk.

Inflict

Cause to suffer; impose.

I

(AM–251: dp. 530; l. 184′6″; b. 33′; dr. 9′9″; s. 15 k.; cpl. 104; a. 1 3″, 4 40 mm., 6 20mm., 2 dct., 3 dep.; cl. *Admirable*)

The first *Inflict* (AM–251), was laid down 26 October 1943 by Savannah Machine & Foundry Co., Savannah, Ga.; launched 16 January 1944; and commissioned 28 August 1944, Lt. Comdr. Sherman B. Wetmore in command.

After shakedown and minesweeping exercises off the Virginia coast, *Inflict* arrived Casco Bay, Maine, 30 October for antisubmarine warfare exercises. Following upkeep at Norfolk, she arrived Miami 1 December for duty as training school ship. *Inflict* trained student officers until 1 April 1945 when she sailed for the West Coast, arriving San Diego 5 May. Two days later she sailed for the Far East, and engaged in convoy escort duty and minesweeping off Okinawa while American units ashore fought doggedly against fierce and determined opposition. After Americans finally snuffed out the last resistance and declared the island secured 21 June, *Inflict* operated out of it as a base. From 13 to 23 August she swept minefields off Kyushu clearing the way for vessels bringing American occupation forces. She then returned to Okinawa to prepare for occupation duty.

As the greatest sea war in history ended in Allied victory, *Inflict* departed Okinawa 30 August for operations in Korea, Formosa, and Japan, remaining there until January 1946.

The minesweeper returned to San Pedro, Calif., 17 February for training and readiness operations. After a summer cruise to Guam and Pearl Harbor, she arrived Bremerton, Wash., in mid-October, decommissioning there 6 November 1946. *Inflict* was transferred to the Maritime Commission 8 October 1948 and released to her purchaser, Ricardo Granja, the same day.

Inflict received three battle stars for World War II service.

II

(AM–456: dp. 630; l. 172′; b. 36′; dr. 10′; s. 16 k.; cpl. 72; a. 1 40mm.; cl. *Agile*)

The second *Inflict* (AM–456) was launched 16 October 1953 by Wilmington Boat Works, Inc., Wilmington, Calif.; sponsored by Mrs. Robert E. Carlson; and commissioned 11 May 1954, Lt. G. T. Ragon in command.

After shakedown along the West Coast, *Inflict* engaged in sonar and mincsweeping exercises until she departed Long Beach 1 July for the western Pacific. Arriving Yokosuka, Japan 5 August she began operations with the navies of South Korea, Nationalist China, and Japan, In February 1955 she was reclassified MSO–456. *Inflict* returned to Long Beach 17 February 1956 and spent the remainder of the year on training operations.

During 1957 *Inflict* continued operations off California and Mexico, helping to maintain one of America's mighty antisubmarine warfare forces. The minesweeper sailed 3 January 1958 for duty in the Far East. She arrived there as a crisis loomed in Indonesia. The strength of this mighty armada made itself felt as the crisis diminished quickly without incident.

During her tour *Inflict* participated in joint exercises with the Philippine, Thailand, and Chinese Nationalist navies before returning to Long Beach 15 July.

For the next 20 months she remained in California waters constantly training to keep at peak readiness. *Inflict* sailed 3 May 1960 for joint operations with our Asian allies, remaining there for the next 6 months as a symbol of joint naval cooperation for security of the Free World. She returned to Long Beach 16 November. During 1961, *Inflict* was engaged in minesweeping operations and midshipman training out of Long Beach. She sailed 7 April 1962 for exercises in Hawaiian waters, returning to Long Beach 17 August. In 1963, in addition to her training in California waters, *Inflict* sailed 28 October for joint countermeasure exercises with Canada. Returning to Long Beach 3 December she resumed operations out of Long Beach until 22 May 1964 when she sailed for duty in the Far East. *Inflict* again operated with the friendly navies of Asia, and during the summer was deployed for service along South Vietnam, as our support of that embattled republic was increased to assist its struggle against aggression. *Inflict* returned to Long Beach 7 December.

She sailed for the Far East 7 February 1966. Arriving Subic Bay 28 March, she headed for her "Market Time" station 5 April and remained on patrol preventing the infiltration of arms and men from North Vietnam to the south. Except for brief interludes, she continued this important duty until she left the war zone 1 November and returned to Long Beach 13 December.

Inflict operated on the West Coast through mid-1967.

Ingersoll

Ingersoll (DD–652) was named for two naval men.

Royal Rodney Ingersoll was born in Niles, Mich., 4 December 1847, and graduated from the Naval Academy in 1868. He served in various ships of the fleet on the European and Asiatic Squadrons until 1876 when he was assigned to the Naval Academy. Ingersoll taught and wrote about Ordnance subjects during several tours at the Academy, and in the early years of the 20th century commanded such ships as *Bennington*, *New Orleans*, and *Maryland*. He was Chief of Staff of the Atlantic Fleet during the first part of its famous cruise around the world, and a member of the General Board in 1908. Rear Admiral Ingersoll retired in 1909, but was called back to duty during World War I as President of the Naval Ordnance Board. In 1919 he returned to his home in Laporte, Ind., where he was active in public affairs until his death 21 April 1931.

Royal Rodney Ingersoll, III, the grandson of Admiral Ingersoll, was born at Manila, P.I., 17 December 1913. After graduating from the Naval Academy in 1934, he served in *California*, *Cassin*, and other ships during the thirties, and reported on board carrier *Hornet* during her fitting out period in 1941. Lieutenant Ingersoll served in *Hornet* during the critical early months of the Pacific war. In the great Battle of Midway 4 to 6 June 1942, in which the U.S. fleet decisively turned back the Japanese threat to the Hawaiian Islands, he was killed at his battle station by machine gun fire from Japanese aircraft.

(DD–652: dp. 2,050; l. 376′6″; b. 39′7″; dr. 17′9″; s. 37 k.; cpl. 319; a. 5 5″, 10 40mm., 7 20mm., 10 21″ tt., 6 dcp., 2 dct., cl. *Fletcher*)

Ingersoll (DD–652) was launched by Bath Iron Works Corp., Bath, Maine, 28 June 1942; cosponsored by Miss Alice Jean Ingersoll, granddaughter of Admiral Ingersoll, and Mrs. R. R. Ingersoll, II, widow of Lieutenant Ingersoll; and commissioned at Boston Navy Yard 31 August 1943, Comdr. A. C. Veasy in command.

Ingersoll conducted shakedown training off Bermuda during September and October 1943, and returned to Boston to embark Adm. R. E. Ingersoll, Commander in Chief of the Atlantic Fleet, who was son of the first namesake and father of the second, for a fleet review, 10 November 1943. The ship sailed 29 November to join the Pacific Fleet; and, after stops at the Panama Canal and San Diego, arrived Pearl Harbor 21 December. There she joined Task Force 58 for the invasion of the Marshall Islands.

The destroyer departed 16 January with the Southern Bombardment Group, and began preinvasion firing on Kwajalein 30 January. The landings began next day with *Ingersoll* lying offshore in her vital support role. With the victory won, she retired to Majuro 5 February, but was underway again 16 February to screen the fast carrier forces in their devastating raid on Truk 17 to 18 February. After this attack, "The Gibraltar of the Pacific" was untenable as a major base for the Japanese. After air strikes in the Marianas, *Ingersoll* returned with the carriers to Majuro 26 February.

Then on 7 March the versatile destroyer sailed for Espiritu Santo, New Hebrides, but soon returned to Task Force 58 for carrier strikes against the Palaus and Hollandia. In the months that followed, the ships hit Ponape twice with shore bombardments and screened carrier strikes in the Palaus in connection with the advance of American combined forces. *Ingersoll* and the other ships remained at sea for long periods during these support operations, refueling and replenishing underway when necessary.

Ingersoll took part in preinvasion bombardments of Peleliu 7 September, and early in October joined in the sortie of Task Force 38 for one of the most important operations of the war. The giant fleet rendezvoused 7 October west of the Marianas, and launched air strikes on Okinawa and the Philippines. The ships then moved to their real objective—Japanese air strength on Formosa. In 3 days of attacks Formosa's value as a base was severely reduced, while air strikes on the American fleet were repulsed by Combat Air Patrol and the gunfire of *Ingersoll* and her sister ships. The carrier groups turned southward from Formosa to launch strikes against targets in the Philippines.

In late October the Japanese moved in a three-pronged attack to repel the invasion of the Philippines and force a decisive naval battle. The ensuing battle was the four-part Battle for Leyte Gulf, in which *Ingersoll* and her task group played an important role.

Her carrier planes struck Admiral Kurita's fleet a devastating blow in the Sibuyan Sea 24 October. That evening Admiral Halsey turned Task Force 38 northward in search of Admiral Ozawa's carrier group. Carrier strikes the next morning dealt crippling blows to the Japanese in the Battle off Cape Engano. When Admiral Halsey detached part of his fleet southward to intercept Kurita, who had slipped through San Bernadino Strait, *Ingersoll* joined Admiral Dubose's group in pursuit of the fleeing remnants of the Japanese fleet. During the long stern chase *Ingersoll* fired one torpedo at long range, but the group did not engage the remaining Japanese heavy ships.

After the great victory *Ingersoll* returned to Ulithi for a well-earned rest and overhaul. She got underway again in January 1945 with fast carrier forces for strikes on Formosa, the Philippines, and the coast of China. From 3 to 9 January these operations supported the Lingayeu landings directly. Then Halsey took his ships on a daring foray into the South China Sea, striking Indo China, Hainan, and the China coast in a graphic demonstration of the power and mobility of American carrier groups when supported by destroyers and heavy units. This pivotal operation was completed 20 January; *Ingersoll* was detached 1 February to sail to Pearl Harbor. She arrived 7 February, and after training exercises steamed to San Pedro 15 February 1945.

Following battle repairs and crew rotation *Ingersoll* got underway for Pearl Harbor 18 April 1945 and after training exercises sailed for Ulithi 2 May. From that staging base she steamed toward Okinawa, serving as a patrol vessel and screening flight operations. While off Okinawa 24 May the ship engaged a small suicide boat, and next day she shot down two Japanese aircraft during one of many air raids. Two more planes were

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splashed 28 May, and *Ingersoll* continued the hectic patrol and picket duty through June.

With Okinawa won, the ship rejoined Task Force 38 on 1 July 1945. Again acting as a screening and support ship, she took part in the final devastating raids on Japan and other Japanese-held islands. She also bombarded the iron works at Kamaishi 15 July as part of a battleship, cruiser, and destroyer group in one of the first operations against the home islands by surface ships.

After the surrender of Japan 15 August, *Ingersoll* assisted with the occupation; she was anchored in Tokyo Bay for the surrender ceremonies on board *Missouri* 2 September 1945. The veteran destroyer remained in Japan to help demilitarize Japanese bases, departing 5 December for the United States. After a long voyage via San Diego and the Canal Zone, she arrived Boston 17 January 1946. *Ingersoll* arrived Charleston, S.C., 4 April 1946; decommissioned 19 July; and joined the Atlantic Reserve Fleet.

The destroyer recommissioned at Charleston 4 May 1951 in response to the U.N. Forces' growing need for naval support during the Korean conflict. The veteran fighting ship operated along the Atlantic Coast and in the Caribbean until departing for the Mediterranean 26 August 1952 to join the 6th Fleet. She operated in that crucial region, helping to prevent a spread of the conflict to Europe, until returning to Newport 10 February 1953.

Training operations occupied *Ingersoll* until she departed Newport for the Far East 10 August. Sailing via the Panama Canal, San Diego, and Pearl Harbor, she arrived Yokosuka, Japan, 14 September to begin operations with Task Force 77 off Korea. The ships sailed off Korea in support of the armistice, before moving to the Formosa area to help stabilize the volatile strait in November–December. *Ingersoll* then sailed to Singapore and steamed westward to transit the Suez Canal 13 February 1954. After stopping at various Mediterranean ports she completed her circuit of the globe upon arrival Fall River, Mass., 18 March 1954.

Following repairs and training, the veteran ship got underway again 30 November 1954 for the Pacific, arriving San Diego 15 December and departing 4 January 1955. She rejoined the 7th Fleet in time to take part in the evaculation of the Tachen Islands, which threatened to bring war between Chinese Nationalists and Communists. After fleet maneuvers the ship spent March and April at Formosa helping to train Nationalist sailors. *Ingersoll* returned to San Diego 19 June 1955 ending another highly successful cruise in the Far East.

The destroyer returned to 7th Fleet duty January to April 1956; and, after her return to San Diego 26 April, engaged in training operations until August. From 27 August to 8 December *Ingersoll* underwent a yard period in San Francisco in which a new underwater fire control system was installed. After additional evaluation and antisubmarine training the ship sailed again 16 April 1957 for the western Pacific. On this cruise *Ingersoll* stopped at Melbourne, Australia, and the Fiji Islands, participating in fleet exercises off Guam and the Philippines. In August the destroyer steamed to Taiwan for the now-familiar Formosa Patrol, helping to maintain peace and stability in those troubled waters. After carrier exercises she sailed for home, arriving San Diego 14 October 1957.

Ingersoll returned to the Far East with the 7th Fleet 25 June to 18 December 1958; and, in the early part of 1959, took part in type training and readiness operations off California. The veteran ship sailed westward once more 15 August 1959 and operated with a submarine hunter-killer group during most of her deployment. She returned 1 February 1960, as trouble began to mount in Southeast Asia.

The destroyer got underway with a hunter-killer group for the Far East 1 October 1960, and after spending October and November training in Hawaiian waters steamed to the South China Sea to support American efforts to stabilize the threatened kingdom of Laos. In December she screened transports during the landing of a battalion landing team in Laos to enforce the Geneva solution. She remained off Laos until April, returning to her home port 2 May 1961.

Ingersoll spent the remainder of 1961 on the West Coast, then sailed 6 January 1962 for duty with the 7th Fleet that included cruising with carrier *Hancock* off South Vietnam when trouble flared again in Laos. She also patrolled Taiwan Straits in response to the reports of Communist troops on the mainland opposite the Nationalist island. She returned to San Diego 18 July 1962 for western seaboard operations until October 1962 when the Cuban missile crisis broke. *Ingersoll* responded quickly, sailing with an amphibious group to the Canal Zone in case additional troops were needed in the emergency. When the sea blockade coupled with strenuous American diplomacy resulted in the removal of the missile threat, she resumed training out of San Diego. She returned to the Far East in October 1963 to support carrier operations in the East and South China Seas and resumed operations out of San Diego in the spring of 1964.

Ingersoll completed a yard overhaul 5 February 1965, conducted readiness operations along the seaboard, then sailed from San Diego 9 June 1965 for the coast of South Vietnam. Her "Market Time Patrols" to intercept Viet Cong men and supplies, were punctuated with 24 gunfire missions against 116 targets, contributing to the success in all 4 Vietnamese Corps Areas of the South China Sea coastline, and 3 missions fired 7 miles up the Saigon River in support of the IV Corps. She also took time out for plane guard and screen duties with fast carriers, including *Independence* and *Midway* as they launched hard-hitting air strikes to inland and coastal targets in North Vietnam. She returned to San Diego 23 November 1965 for a much deserved leave and upkeep period extending through 31 December.

Ingersoll completed yard overhaul 5 February 1965 and immediately began training for a WestPac deployment. She sailed for the Far East 9 June and on 5 July began coastal surveillance patrols to help to stem the flow of men and munitions from North Vietnam. On the 20th she joined the naval gunfire support group off the coast of Quang Ngai. Her guns delivered powerful aid to friendly troops throughout the summer and well into the fall. On 10 October she was assigned to plane guard duty in the South China Sea. On 4 November she headed home and arrived San Diego on the 23d.

Ingersoll operated along the West Coast until departing San Diego 5 November 1966 for the Far East. Upon reaching the war zone she participated in Operation "Sea Dragon," anti-shipping and interdiction operations, and plane guard duty for *Kitty Hawk* (CVA–63). On 5 December a North Vietnamese coastal battery fired on the destroyer whose prompt counter fire silenced the enemy guns. *Ingersoll* continued to operate in the war zone and other Oriental waters until returning home in the spring of 1967 to prepare for future assignments.

Ingersoll received nine battle stars for World War II service.

Inglis

A British name.

(DE–125: dp. 1,140; l. 289'5"; b. 35'1"; dr. 8'3"; s. 21 k.; cpl. 156; a. 3 3", 4 1.1", 9 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Evarts*)

Inglis (DE–525) was launched 2 November 1943 by Boston Navy Yard. Boston, Mass., accepted and transferred to Great Britain under Lend-Lease 12 January 1944. This and other *Evarts*-class DE's formed the *Captain* class in the Royal Navy and played a vital part in Allied antisubmarine operations n the Atlantic. *Inglis* was returned to the Navy 20 March 1946. She was sold to C. B. Baldridge, Bay, Ohio, in September 1947 and subsequently scrapped.

Ingraham

Captain Duncan Nathaniel Ingraham was born in Charleston, S.C., 6 December 1802. He was appointed Midshipman 18 June 1812 at the age of 10 and, after distinguished service, was commissioned Captain 14 September 1855. While in command of the sloop-of-war *St. Louis* in the Mediterranean, in July 1853, he interfered at Smyrna with the detention by the Austrian consul of Martin Koszta, a Hungarian who had declared in New York his intention of becoming an America citizen, and, who had been seized and confined in the Austrian ship *Hussar*. For his conduct in this matter he was voted thanks and a medal by Congress. Captain Ingraham served as Chief of the Bureau of Ordnance and Hydrographer of the Navy from 1856 until 1860. He resigned from the Navy 4 February 1861 to enter the Confederate States Navy with the rank of captain. He was commandant of the Charleston station 1862 to 1865. He died at Charleston 16 October 1891.

I

(DD–111: dp. 1,060; l. 314'5"; b. 31'9"; dr. 8'6"; s. 35 k.; cpl. 113; a. 4 4", 2 3", 12 21" tt.; cl. *Wickes*)

The first *Ingraham* (DD–111) was launched 4 July 1918 by the Union Iron Works, San Francisco, Calif.; sponsored by Mrs. Alfred S. Gann; and commissioned 15 May 1919, Comdr. D. L. Le Breton in command.

Ingraham departed 20 May for her shakedown cruise, transiting the Panama Canal and arriving Newport 6 June. After repairs in New York, she sailed for a European tour of duty. While visiting Ostend, Belgium 22 September, she carried the King and Queen of Belgium to Calais, France. The destroyer returned to San Diego 8 January 1920 via New York and the Canal Zone to begin conversion to a minelayer.

Reclassified DM–9, *Ingraham* began minelaying exercises January 1921 along the California coast before departing Mare Island 7 June. She arrived Pearl Harbor 18 June and engaged in operations there until she decommissioned at Pearl Harbor 29 June 1922. Her name was struck from the Navy List 1 December 1936 and she was sold for scrapping.

II

(DD–444: dp. 1,630; l. 347'9"; b. 36'1"; dr. 11'10"; s. 33 k.; cpl. 208; a. 5 5", 12 .50 cal. mg., 1 Y gun, 10 21" tt., 2 dct.; cl. *Gleaves*)

The second *Ingraham* (DD–444) was launched 15 February 1941 by the Charleston Navy Yard; sponsored by Mrs. George Ingraham Hutchinson, granddaughter of Captain Ingraham; and commissioned 17 July 1941, Lt. Comdr. W. M. Haynsworth, Jr., in command.

After shakedown and local operations along the East Coast, *Ingraham* commenced duties as convoy escort December 1941 as the Japanese surprise attack drew America into the fight for freedom. During 1942 she escorted convoys between the United States, Iceland, and the United Kingdom, bringing supplies desperately needed by the Allies to stem Hitler's advance and to take the offensive. Under constant threat from German U-boats, *Ingraham* continued her escort duty to Europe and as far south as the Panama Canal.

On the night of 22 August as she was investigating a collision between U.S. destroyer *Buck* and a merchant vessel, *Ingraham* collided with tanker *Chemung* in heavy fog off the coast of Nova Scotia and *Ingraham* sank almost immediately. Depth charges on her stern exploded. Only 11 men survived the collision. She was struck from the Navy Register 11 September 1942.

III

(DD–694: dp. 2,200; l. 376'6"; b. 40'; dr. 15'8"; s. 34 k.; cpl. 336; a. 3 5", 12 40mm., 11 20mm., 2 dcp., 6 dcp., 10 21" tt.; cl. *Allen M. Sumner*)

The third *Ingraham* (DD–694) was launched 16 January 1944 by Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Mrs. George Ingraham Hutchinson; and commissioned 10 March 1944, Comdr. H. W. Gordon in command.

After shakedown in Bermuda and training out of Norfolk, *Ingraham* sailed for duty with the Pacific Fleet, arriving Eniwetok 31 October in time to begin the final push of the enemy to its home islands. In mid-November she commenced screening carriers during strikes on Luzon in which considerable damage was done to the dwindling Japanese navy and air force. The destroyer continued patrol and antisubmarine duty until 12 December when she sailed for the assault and landings on Mindoro. Three days later in company with *Barton*, she sank a Japanese cargo ship off the southwest tip of Mindoro.

After a brief stay, she departed San Pedro 2 January 1945, for the operations in the Lingayen Gulf. Arriving off the Gulf on the sixth, she added her powerful antiaircraft fire to that of the invasion fleet, and bombarded shore targets behind the beaches.

At the end of January, *Ingraham* joined a fast carrier task force for strikes on the Japanese homeland. Following repair at Saipan 20 February, she joined the invasion fleet off Iwo Jima 23 February, and provided accurate call fire for the Marines ashore.

On 21 March the ship took up radar picket station in support of the Okinawa-Gunto operation. On 5 May, she came under concerted air attack, and shot down four of the enemy planes before a fifth crashed the ship above the waterline on the port side, its bomb exploding in the generator room. With only 1 gun operative, and with 51 casualties aboard, *Ingraham* retired to Hunter's Point, Calif., for repairs.

After repairs she operated along the East Coast until 7 May 1946 when she departed for the atomic bomb tests at Bikini (another example of the Navy's participation in technological development to strengthen America). After the tests and overhaul *Ingraham* departed San Diego 24 February 1947 for the Far East. The destroyer engaged in various exercises and in late June arrived Manila to act as official U.S. representative at the Philippine Independence anniversary. She returned to San Diego 8 October 1947.

Ingraham operated along California until 4 April 1949 when she departed San Diego for Norfolk, arriving 20 April. She participated in training exercises in the Atlantic until 24 November 1950 when she departed Norfolk for four months duty with the 6th fleet. Communist aggression in Korea once against threatened the peace of the world; and the U.S. Navy stood out as a symbol of strength to defeat this threat. She commenced exercises in the Atlantic during the summer of 1951, then made another cruise to the Mediterranean during the fall of 1951 and summer of 1952.

Ingraham departed Norfolk 24 April 1953 to escort carrier *Lake Champlain* to Japan via the Mediterranean and Suez Canal. She arrived Yokosuka 9 June and later that month joined the carrier task force providing air support to our forces in Korea. Her accuracy was excellent as she destroyed gun emplacements and supply areas. Following the truce, she operated on security patrol before returning to Norfolk 27 October. During 1954 the destroyer operated on hunter-killer operations, a cruise to South America, and NATO exercises out of Northern Ireland. She resumed training operations following overhaul in June 1955 and sailed on a summer training cruise to the Scandinavian countries, returning to Norfolk 6 September.

Ingraham departed Norfolk 28 July for duty with the 6th Fleet as trouble flared over the Suez Canal. The presence of the fleet was felt and the crisis was resolved without a major conflict. She returned to Norfolk 4 December to begin a series of training cruises climaxed by a NATO exercise in September and October 1957.

The destroyer returned to 6th Fleet duty in February 1958 and operated on patrol and exercises in the Mediterranean and the Red Sea. She returned to Norfolk, Va., 2 July prior to the Lebanon crisis in which the 6th

Fleet played a major role in preserving the freedom of a small nation. *Ingraham* operated on the East Coast until 13 February 1959, when she departed for another tour with the 6th Fleet, and a crisis over Berlin was averted through our strong naval force. Departing the Mediterranean on 30 August, she returned to Portsmouth, Va., 7 September and began overhaul.

During 1960 she engaged in operations out of Mayport, Fla., before embarking on another cruise with the 6th Fleet, beginning late September. She resumed readiness training out of Mayport in March 1961, before undergoing an extensive 8-month overhaul at Portsmouth. *Ingraham* arrived at her new homeport, Newport, R.I., 23 February 1962, then engaged in fleet operations in the Atlantic and in the Caribbean. In September and October she was assigned to the recovery area for the Project Mercury flight of "Sigma 7" and under more somber conditions took part in the Cuban blockade which ended in the removal of Russian missiles from that island. Once again this courageous ship helped participate in a series of crises resolved peacefully because of America's overwhelming naval power.

She continued operations along the East Coast until 1 October 1963, when she sailed for another deployment to the Mediterranean to strengthen our peace-keeping force in Europe.

Regular deployment with the Atlantic Fleet occupied *Ingraham*'s time until 29 September 1965, when she departed Newport for the western Pacific, arriving 31 October at Yokosuka, Japan, for resupply before operations in the South China Sea. Though acting as a part of the screen for the carrier *Ticonderoga* (CVA–14), she also fired support missions for ground troops ashore.

On 12 November, *Ingraham* steamed 10 miles up the Saigon River to bombard an enemy supply base, and, by the 13th, shelled a guerrilla assembly area some 300 miles from the site of her action the previous day.

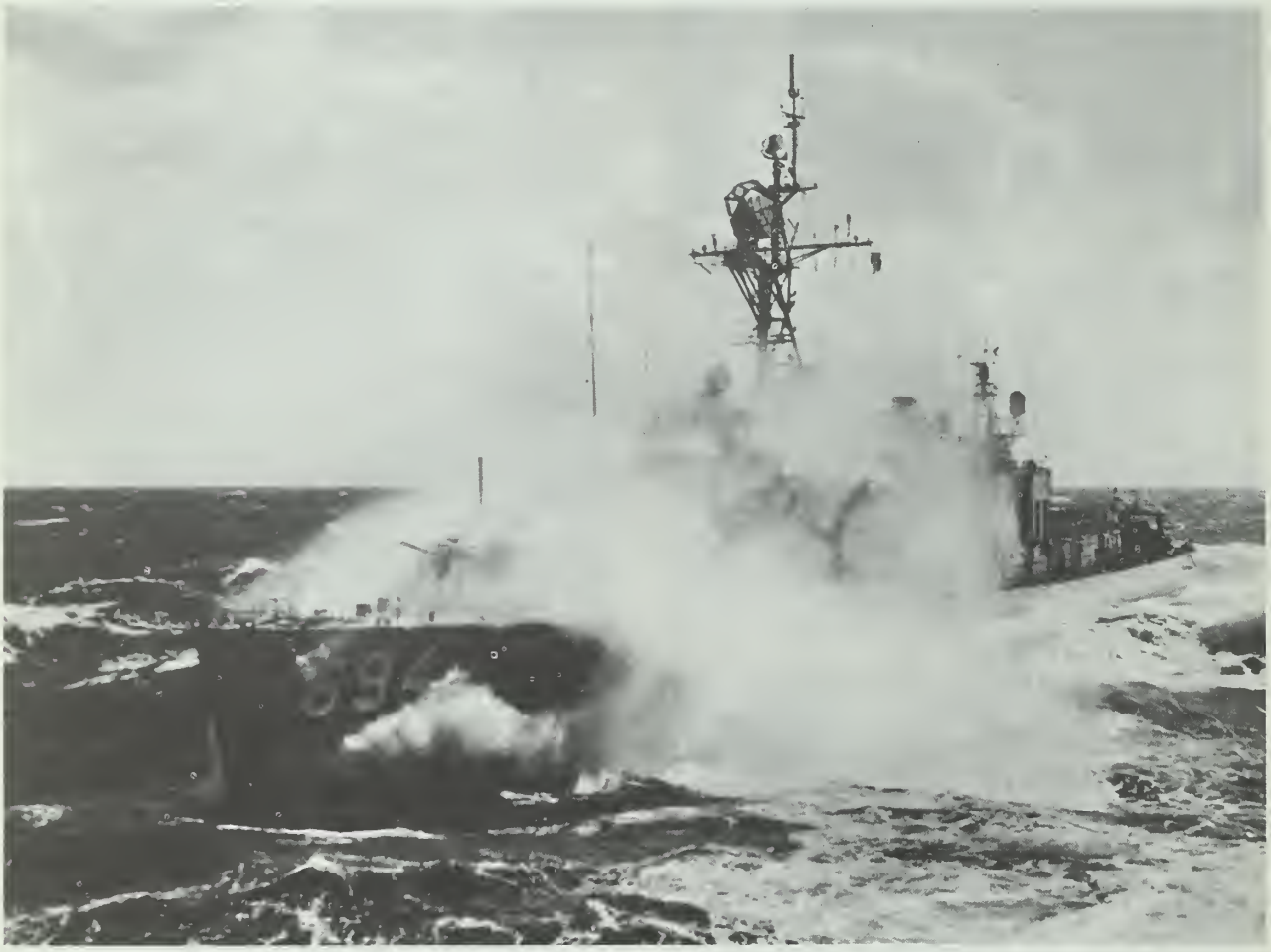
In early December, the ship kept regular surveillance on a Russian submarine off Hainan Island, bordering the Gulf of Tonkin. *Ingraham*'s presence with the fleet of Vietnam underscores the determination of Americans to preserve the freedom of a small nation. From 1 January 1966 to 24 January, *Ingraham* operated with TF–77 in the South China Sea. She left for Newport 4 February by way of the Suez Canal.

Arriving 8 April off the East Coast, *Ingraham* began a repair and training period. From 14 June to 21 June she participated in Operation "Beachtime," an amphibious landing in the Caribbean. *Ingraham* spent 28 October to 28 November preparing for service in the Mediterranean. On 8 December she arrived at Gibraltar.

Ingraham received the Navy Unit Commendation for her action off Okinawa and four battle stars for service in World War II. She earned a fifth battle star for service in Korea.

Ingram, George W., see *George W. Ingram* (DE–62)

Ingram, Osmond, see *Osmond Ingram* (DD–255)



USS *Ingraham* (DD–694)

Inman

A British name.

(DE–526: dp. 1,140; l. 280'5"; b. 35'1"; dr. 8'3"; s. 21 k.; Cpl. 156; a. 3 3", 4 1.1", 9 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Evarts*)

Inman (DE–526) was launched 2 November 1943 by Boston Navy Yard, Boston, Mass., accepted and transferred to Great Britain 13 January 1944 under Lend-Lease. This and other *Evarts*-class DE's formed the *Captain* class in the Royal Navy and played a vital part in allied antisubmarine operations in the Atlantic. *Inman* was returned to the Navy 1 March 1946. She was sold to G. H. Nutman, Inc., Brooklyn, N.Y., in November 1946 and subsequently scrapped.

Innisfail, see *YP–354*

Ino

A merchant name retained.

(Ship: t. 895; l. 160'6"; b. 34'11"; dph. 17'5"; s. 14 k.; cpl. 144; a. 8 32-pdr.)

Ino was a clipper ship, purchased at Boston 30 August 1861 and commissioned at the Boston Navy Yard 23 September, Lt. J. P. Cressy in command. Unusual speed and large storage space suited her ideally for long-range cruising against Confederate commerce raiders. Her first duty began 27 September when she departed Boston in search of "rebel pirates." When word came that the South's famed cruiser *Sumter*, under the brilliant master of seamanship, Captain Raphael Semmes, was in European waters, *Ino* sailed from Boston 5 February 1862 and reached Cadiz only 13 days and 16 hours later. She assisted *Kearsarge* and *Tuscarora* to blockade Semmes at Gibraltar where he vainly sought repairs. Semmes finally abandoned *Sumter* there in order to get back into action. An interesting side light to this operation occurred at Tangier, Morocco 26 February when *Ino* took two crewmen of *Sumter* from a threatening mob and turned the prisoners over to Boston-bound *Harvest Moon*.

Back in Boston, *Ino* was ordered to Port Royal, S.C., for duty in the South Atlantic Blockading Squadron 4 August 1862. On her voyage south she captured the French bark *La Manche* attempting to run the Charleston blockade 23 August. Six days later she arrived at St. George, Bermuda, to obtain from the American consul the latest information on blockade running activity in that quarter. She got underway the next day at the behest of the neutrality-conscious governor of Bermuda and made Port Royal 7 September. Only 4 days later she set sail for New York to be prepared for a cruise in search of her old adversary, Semmes, who was now attacking northern merchantmen with his new raider, *Alabama*. *Ino* departed New York 5 November and cruised in the lanes frequented by American merchantmen and whalers, arriving at St. Helena 5 January 1863. She remained in waters off St. Helena until setting course for the United States 1 March. She arrived New York 15 April for repairs.

Ino departed New York 29 May 1863 escorting California-bound clipper *Aquilla* carrying the disassembled parts of monitor *Comanche*. After successfully shepherding her charge to safe waters well below the equator, she searched for *Alabama* and *Florida* in waters ranging to the island of Fernando de Noronha, thence to New York, arriving 7 September 1863.

After repairs at New York, *Ino* joined the North Atlantic Blockading Squadron. Disguised as a merchantman to lure *Florida* into action, she cruised in the North Atlantic 24 October when she arrived Portland, Maine.

Ino was transferred to the East Gulf Blockading Squadron 22 November where she served until after the end of the war. She returned to New York 1 August 1865 and remained there under repairs until 16 October when she sailed to serve in the Mediterranean and off the coast of Portugal.

Ino set course for the United States 13 December 1866 and arrived Boston 25 January 1867. She decommissioned there 13 February and was sold at public auction 19 March 1867 to Samuel G. Reed.

Instill

To impart gradually.

(AM–252: dp. 530; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; cpl. 104; a. 1 3", 2 40mm., 6 20 mm., 2 dct., 3 dct.; cl. *Admirable*)

Instill (AM–252) was launched 5 March 1944 by the Savannah Machine & Foundry Co., Savannah, Ga.; sponsored by Mrs. Lydia G. Mehoffey; and commissioned 22 May 1944, Lt. Charles A. Hardy, USNR, in command.

After shakedown out of Little Creek, Va., and a few weeks of escort duty in that area, *Install* was assigned to Service Force, Atlantic Fleet, as a training ship. This duty continued until 11 August when she reported to Guantanamo Bay, Cuba to operate with shakedown ships as a radar countermeasure ship. Returning to Norfolk 22 October, *Instill* remained there until 21 January 1946 when she sailed to Orange, Tex. The minesweeper decommissioned there 26 February 1947, joining the Reserve Fleet.

When Communist aggression in South Korea required strengthening of American seapower, *Instill* recommissioned 16 March 1951 and began an intensive period of training and patrol duty between Charleston and Norfolk. She continued her important minesweeping operations and patrol duty along the East Coast until she returned to Orange, Tex., 3 January 1954. *Instill* decommissioned there 1 March and once again joined the Reserve Fleet. Reclassified MSF–252, 7 February 1955, she remained in the Texas Group, Atlantic Reserve Fleet until struck from the Navy List 1 May 1962, and sold in October 1966 to Mexico, serving at present as *DM–10*.

Insurgent

One who is engaged in an uprising against an existing government.

(Fr: l. 148'; b. 37'5"; dr. 11'9"; a. 24 12-pdrs., 2 18-pdrs., 8 long 6-pdrs., 4 36-pdrs., 2 24-pdrs.; cpl. 340)

Insurgent, formerly the French frigate *L'Insurgente*, was captured by *Constellation*, Captain Thomas Truxtun in command, after a chase and battle of an hour and a quarter off the island of Nevis in the West Indies 9 February 1799. The battle was exceptionally well-fought under Truxtun's able leadership and remains one of the most famous in naval history. Considered a prize in the quasi-war with France, the frigate was refitted for service in the West Indies and cruised under Lt. John Rodgers in company with *Constellation* until May 1799.

Ordered back to the United States, *Insurgent* was purchased by the Navy for $84,500. Commissioned with Captain Alexander Murray in command, *Insurgent* sailed from Hampton Roads for Europe 14 August 1799. Cruising in European waters during the winter of 1799–1800, the frigate captured French ship *Vendemaire* and recaptured the American ships *Margaret*, *Augora*, *Commerce*, and *William and Mary*. *Insurgent* returned to the United States in March 1800 via the West Indies.

Patrick Fletcher assumed command of *Insurgent* 29 April 1800 and was ordered to cruise between the West Indies and the American coast to see that United States shipping rights were observed and to capture any enemy vessels he encountered. *Insurgent* departed Baltimore 22 July and after a brief stop at Hampton Roads sailed for her station 8 August 1800. Never heard from again, the frigate and her crew were presumed lost as a result of the severe storm which struck the West Indies 20 September 1800.

Integrity

A British name.

(BAT–4: dp. 521 lt.; l. 143'; b. 33'; dr. 14'; s. 14 k.; cpl. 34; a. 1 3", 2 20mm.)

Integrity (BAT–4) was launched 28 March 1942 by Levingston Shipbuilding Co., Orange, Tex., under contract from General Motors. She was completed and delivered to Great Britain under Lend-Lease 15 July 1942. After serving as an ocean rescue tug with the Royal Navy she was returned to the Navy at Subic Bay, Philippine Islands, 19 February 1946. Stricken from the Navy List 12 April 1946, she was turned over to the State Department Foreign Liquidation Commission and subsequently sold to T. Y. Fong.

Intelligent Whale

(Sub: t. 4,000; l. 28'8"; b. 7'; dph. 9'; s. 4 k.; cpl. 6 to 13)

Intelligent Whale, an experimental hand-cranked submarine, was built on the design of Scovel S. Meriam in 1863 by Augustus Price and Cornelius S. Bushnell. In 1864 the American Submarine Co., was formed, taking over the interests of Bushnell and Price and there followed years of litigation over the ownership of the craft. When title was established by a court the submarine was sold 29 October 1869 to the Navy Department, with most of the price to be paid after successful trials. In September 1872 the first trial was held and was unsuccessful, whereupon the Department refused further payments and abandoned the project.

Intelligent Whale submerged by filling water compartments, and expelled the water by pumps and compressed air. It was estimated that it could stay submerged for about 10 hours. Thirteen crewmen could be accomodated, but only 6 were needed to make her operational. The only known trial, reported by submarine pioneer John Holland, was made by a certain General Sweeney and two others. They submerged the boat in 16 feet of water and Sweeney, clad in a diver's suit, emerged through a hole in the bottom, placed a charge under a scow, and reentered the submarine. The charge was exploded by a lanyard and a friction primer attached to the charge sinking the scow.

Intelligent Whale, an early experiment in a field now of central importance, is on exhibit at the Navy Museum, Washington Navy Yard, Washington, D.C.

Intensity

Degree or amount of strength.

(PG–93: dp. 900; l. 205'; b. 33'; dr. 14'7"; s. 16 k.; cpl. 90; a. 2 3"; cl. *Action*)

Intensity (PG–93) was one of a group of Canadian corvettes turned over to the Navy and manned by the Coast Guard. She was launched as *Milfoil* (CN–311) by Morton Engineering & Dry Dock Co., Quebec, Canada, 22 August 1942; taken over by the Navy, renamed, and commissioned at Quebec 31 March 1943, Lt. H. F. Morrison, USCG, in command.

Intensity sailed to Bermuda for her shakedown, returned to New York 5 August 1943, and took up regular escort duties from that port. Small patrol ships such as *Intensity* did much to lessen the effect of U-boat patrols on Allied commerce during this critical period of the war. The ship steamed between New York and Guantanamo Bay until November 1944, completing over 15 convoy passages. She returned to New York 5 November for patrol duty but in mid-December returned to the Caribbean shipping lanes as an escort.

After the end of the war in Europe, *Intensity* sailed to Charleston, arriving 29 June 1945. She decommissioned there 3 October 1945 and was returned to the Maritime Commission. In 1950 she was sold to Balleneros Ltd., S.A., Panama, R. P., renamed *Olympic Promoter*, and converted to a whale catcher.

Interceptor

One who intercepts.

(YAGR–8: dp. 10,760 fl.; l. 441'6"; b. 56'11"; dr. 24'; s. 11 k.; cpl. 151; cl. *Guardian;* T. Z–EC2–S–C5)

Intercepter (YAGR–8) was launched as Liberty Ship *Edward W. Burton* by J. A. Jones Construction Co., Inc., Panama City, Fla., 12 September 1945; sponsored by Miss Juanita M. Kaylor; and delivered to T. J. Stevenson & Co. 8 November 1945. She served several lines as a cargo ship until being placed in the National Defense Reserve Fleet at Wilmington 20 June 1948. Acquired by the Navy 28 June 1955, the ship was converted to Navy use at Charleston Naval Shipyard and commissioned *Interceptor* 15 February 1956, Lt. Comdr. B. L. Hall in command.

Interceptor was designed to carry the latest in long-range radar and communications equipment and to act as an ocean radar station ship. Following shakedown training she sailed from Charleston 17 March en route to her new home port, San Francisco. Arriving via the Panama Canal 11 April, the ship began a regular cycle of 3- to 4-week at-sea periods as a picket ship under the Continental Air Defense Command. Operating with search aircraft, *Interceptor* could detect, track, and report aircraft at great distances as well as control interceptor aircraft in the event of an air attack on the United States. Patrolling off the coast of Canada she formed an integral part of North America's air early warning system. Reclassified AGR–8, radar picket ship, 28 September 1958, *Interceptor* for the next 7 years operated with NORAD in forming an important link in the nation's defenses. *Interceptor* was struck from the Navy List 1 September 1965 and placed in the National Defense Reserve Fleet at Suisun Bay, Calif., where she remains.

Interdictor

One who prohibits.

(YAGR–13: dp. 10,760 (f.); l. 441'6"; 56'11"; dr. 24'; s. 11 k.; cpl. 149; cl. *Guardian*; T. Z–EC2–S–C5)

Interdictor (YAGR–13) was launched as Liberty Ship *Edwin H. Duff* by J. A. Jones Construction Company, Inc., Panama City, Fla., 29 June 1945; sponsored by Mrs. Edwin H. Duff; and delivered to McCormack Steamship Co. 27 July 1945. She carried aircraft until entering the National Defense Reserve Fleet, James River, Va., 17 October 1945, and except for brief cargo service remained there until being acquired by the Navy 10 May 1957. Renamed *Interdictor* and converted to Navy use at Charleston Naval Shipyard, she commissioned 7 April 1958, Lt. Comdr. J. P. Dordahl in command.

Fitted with the latest and best electronic search and tracking equipment, *Interdictor* sailed 2 May 1958 for shakedown training in the Caribbean. She departed Charleston 18 July and sailed to her new home port, San Francisco. Arriving 13 August, the ship assumed her role as an ocean radar station ship, part of America's vast early warning defense system. Operating with search aircraft, *Inderdictor* could detect, track, and report enemy aircraft at great distances, supplementing land-based radar stations, and controls high-speed interceptor aircraft in case of attack. She also carried out weather reporting duties during her three to four week cruises in the Pacific.

Interdictor's hull classification was changed 28 September 1958 to AGR–13. She continued on radar picket patrols for the Continental Air Defense Command out of San Francisco until decommissioned 5 August 1965. Her name was struck from the Navy List 1 September 1965 when she transferred to the Maritime Administration for

lay-up in the Suisun Bay River Defense Reserve Fleet, San Francisco, Calif., where she remains.

Interpreter

One who explains, translates, or tells the meaning of.

(AGR–14: dp. 10,760(f.); l. 441'6"; b. 56'11"; dr. 24'; s. 11 k.; cpl. 151; cl. *Guardian*; T. Z–EC2–S–C5)

Interpreter (AGR–14) was launched as Liberty Ship *Dudley H. Thomas* by J. A. Jones Construction Co., Inc., Panama City, Fla., 8 February 1945; sponsored by Miss Carrie Corbitt; and delivered 21 February 1945 to Merchants and Miners Transportation Co., Boston. The ship served as an aircraft freighter during the war and later as a cargo ship for various companies. She was in the National Defense Reserve Fleet 1947–1951 and from 25 August 1953 until acquired by the Navy 5 June 1957. Renamed *Interpreter*, the ship was converted to Navy use at Philadelphia Naval Shipyard and commissioned there 29 September 1958, Comdr. J. S. Craft in command.

One of a class of sixteen radar picket ships, *Interpreter* conducted shakedown exercises in the Caribbean before departing Guantanamo Bay 1 February 1959 for her new home port, San Francisco. Equipped with the most advanced long range radar and communications gear, *Interpreter* jointed the Continental Air Defense Command as part of America's vital early warning system. Operating with search aircraft for periods of 3 to 4 weeks at sea, the ship reported and tracked aircraft at great distances and controlled interceptors in the event of enemy air attack.

Interpreter continued regular patrols in the Contiguous Radar Barrier, for 6 years, providing a vital link in the air defense of her country.

Struck 1 July 1965, *Interpreter* was turned over to the Maritime Reserve Fleet, Suisun Bay, Calif., where she remains.

Interrupter

One who breaks in upon some action, hinders, or obstructs.

Interrupter (AGR–15) was renamed *Traeer* (*q.v.*) 4 September 1959.

Interstate 2, see *YD–144*

Intrepid

Fearless, brave.

I

(Ketch: t. 64; l. 60'; b. 12'; cpl. 70; a. 4 guns)

The first *Intrepid* was built in France in 1798 for Napoleon's Egyptian expedition. She was subsequently sold to Tripoli, whom she served as *Mastico*. The bomb ketch was one of several Tripolitan vessels capturing *Philadelphia* 31 October 1803 after the American frigate had run fast aground on uncharted Kaliusa reef some 5 miles east of Tripoli.

Enterprise, Lt. Stephen Decatur in command, captured *Mastico* 23 December 1803 as she was sailing from Tripoli to Constantinople under Turkish colors and without passports. After a time-consuming search for a translator, the ketch's papers and the testimony of an English ship master who had been in Tripoli to witness her role in operations against *Philadelphia* convinced the commander of the American squadron, Commodore Edward Preble, that *Mastico* was a legitimate prize. He took her into the U.S. Navy and renamed her *Intrepid*.

Meanwhile, *Philadephia* lay in Tripoli Harbor threatening to become Tripoli's largest and most powerful corsair. Preble decided that he must destroy the frigate before the enemy could fit her out for action against his squadron. In order to take the Tripolitans by surprise, he assigned the task to the only ship which could be sure of passing as a North African vessel, *Intrepid*. He appointed Lieutenant Stephen Decatur captain of the ketch 31 January 1804 and ordered him to prepare her for a month's cruise to Tripoli in company with *Siren*. Preble's orders directed Decatur to slip into harbor at night, to board and burn the frigate, and make good his retreat in *Intrepid*, unless it then seemed feasible to use her as a fire ship against other shipping in the harbor. In the latter case, he was to escape in boats to *Siren* which would await just outside the harbor.

Intrepid and *Siren* set sail 2 February and arrived off Tripoli 5 days later. However, bad weather delayed the operation until 16 February. That evening *Siren* took station outside the harbor and launched her boats to stand by for rescue work. At 7 o'clock *Intrepid* entered the harbor and 2½ hours later was alongside *Philadelphia*. Leaving a small force commanded by Surgeon Lewis Heermann on board *Intrepid*, Decatur led 60 of his men to the deck of the frigate. A brief struggle, conducted without firing a gun, gave the Americans control of the vessel enabling them to set her ablaze. Decatur, the last man to leave the burning frigate, remained on board *Philadelphia* until flames blazed from the hatchways and ports of her spar deck. When he finally left the ship, her rigging and tops were afire. Shore batteries opened up on *Intrepid* as she escaped only to be answered from abandoned *Philadelphia* when her guns discharged by the heat of the conflagration.

When Lord Nelson, then blockading Toulon, heard of *Intrepid*'s feat, he is said to have called it "the most bold and daring act of the age."

Intrepid returned to Syracuse 19 February, and the next day her crew returned to their original ships. The ketch remained in Syracuse with only a midshipman and a few men on board while the squadron was at sea during the next few months. She became a hospital ship 1 June and continued this duty through July. She departed Syracuse 12 August for Malta, where she took on board fresh supplies for the squadron and departed 17 August. She rejoined the squadron off Tripoli 22 August. A week later she began to be fitted out as a "floating volcano" to be sent into the harbor and blown up in the midst of the corsair fleet close under the walls of Tripoli. Carpenters of every ship were pressed into service and she was ready 1 September. However, unfavorable weather delayed the operation until 4 September. That day Lt. Richard Somers assumed command of the fire ship. His crew of Lt. Henry Wadsworth and 10 men, all volunteers, was completed shortly after *Intrepid* got underway when Midshipman Joseph Israel arrived with last-minute orders from Commodore Preble and insisted on accompanying the expedition. The anxious fleet heard two signal guns as *Intrepid* entered the harbor; and at 9:30, sometime before she was expected to reach her destination, the American squadron was shaken by the concussion of a violent explosion.

Commodore Preble later concluded that Tripoline defenders must have boarded *Intrepid* prompting her valiant men to blow her up giving their lives to prevent the ship's valuable cargo of powder from falling into the hands of the enemy. All on board were lost.

II

(ScStr: t. 438; l. 170'3"; b. 35'; dr. 12'0"; s. 11 k.; a. 4 24-pdr. how.)

The second *Intrepid* was launched by the Boston Navy Yard 5 March 1874; sponsored by Miss H. Evelyn Frothingham Pooke and commissioned 31 July, Comdr. Augustus P. Cooke in command.

The experimental steam torpedo ram departed Boston 3 August and arrived Newport, R.I. the next day. She departed Newport 31 August and arrived New York Navy Yard 1 September. The following 2 months were devoted to torpedo trails along the North Atlantic Coast. *Intrepid* arrived New York Navy Yard 24 October and decommissioned 30 October.

The steamer recommissioned New York Navy Yard 28

August but, with the exception of brief visits to New England ports in 1875 and 1876, she remained at the Navy Yard. She decommissioned 22 August 1882 for conversion to a light-draft gunboat. Work was suspended in 1889 and a survey in 1892 found *Intrepid* unserviceable. She was sold 9 May 1892 to Mathew Gill, Jr., of Philadelphia.

III

(Bark: t. 1,800; l. 176′5″ b.p.; b. 45′8″; dr. 16′5″; cpl. 136; a. 6 4″, 4 6-pdrs., 2 1-pdrs.)

The third *Intrepid* was launched by Mare Island Navy Yard 8 October 1904; sponsored by Miss Helen de Young and commissioned 16 August 1907, Comdr. Edward E. Capehart in command.

The steel bark was assigned to the Yerba Buena Training Station, San Francisco for duty until 28 February 1912 when she became the receiving ship at the same station. The latter assignment lasted until 25 January 1914 when *Intrepid* became receiving ship at Mare Island Navy Yard, where she decommissioned 15 October.

Intrepid commissioned in ordinary at Mare Island Navy Yard 11 November 1915 for use as a barracks for the men of submarines *F–1* through *F–4* of the Pacific Fleet. In 1920 she again became receiving ship at Mare Island Navy Yard. *Intrepid* decommissioned 30 August 1921 and was sold 20 December.

IV

(CV–11: dp. 27,100; l. 872′; b. 147′6″; dr. 28′7″; s. 33 k; cpl. 3,448; a. 12 5″, 68 40mm., over 80 ac.; cl. *Essex*)

The fourth *Intrepid* was launched 26 April 1943 by Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; sponsored by Mrs. John Howard Hoover; and commissioned 16 August, Captain Thomas L. Sprague in command.

After training in the Caribbean *Intrepid* departed Norfolk 3 December 1943 for San Francisco, then to Hawaii. She arrived Pearl Harbor 10 January and prepared for the invasion of the Marshall Islands, the next objective in the Navy's mighty island-hopping campaign. She sortied from Pearl Harbor with carriers *Cabot* and *Essex* 16 January to raid islands at the northeastern corner of Kwajalein Atoll 29 January 1944 and pressed the attack until the last opposition had vanished 2 February. The raids destroyed all of the 83 Japanese planes based on Roi and Namur before the first landings were made on adjacent islets 31 January. That morning *Intrepid*'s planes strafed Ennuebing Island until 10 minutes before the first marines reached the beaches. Half an hour later that islet, which protected Roi's southwestern flank and controlled the North Pass into Kwajalein Lagoon, was secured, enabling marines to set up artillery to support their assault on Roi.

Her work in the capture of the Marshalls finished, *Intrepid* headed for Truk, the tough Japanese base in the center of Micronesia. Three fast carrier groups arrived undetected daybreak the 17th, sinking two destroyers and 200,000 tons of merchant shipping in 2 days of almost continuous attacks. Moreover, the carrier raid demonstrated Truk's vulnerability and thereby greatly curtailed its usefulness to the Japanese as a base.

The night of 17 February 1944 an aerial torpedo struck *Intrepid*'s starboard quarter, 15 feet below her waterline, flooding several compartments and jamming her rudder hard to port. By racing her port screw and idling her starboard engine, Captain Sprague kept her on course until 2 days later strong winds swung her back and forth and tended to weathercock her with her bow pointed

Bark-rigged Training Ship USS *Intrepid* at San Francisco in 1912

toward Tokyo. Sprague later confessed: "Right then I wasn't interested in going in that direction." At this point the crew fashioned a jury-rig sail of hatch covers and scrap canvas which swung *Intrepid* about and held her on course. Decorated by her crazy-quilt sail, *Intrepid* stood into Pearl Harbor 24 February 1944.

After temporary repairs, *Intrepid* sailed for the West Coast 16 March and arrived Hunter's Point, Calif., the 22d. She was back in fighting trim 9 June and departed for 2 months of operations out of Pearl Harbor, then to the Marshalls.

Intrepid's planes struck Japanese positions in the Palaus 6 and 7 September concentrating on airfields and artillery emplacements on Peleliu. The next day her fast carrier task force steamed west toward the southern Philippines to strike airfields on Mindanao 9 and 10 September. Then, after raids on bases in the Visayan Sea 12 through 14 September, she returned to the Palaus 17 September to support marines in overcoming fanatical opposition from hillside caves and mangrove swamps on Peleliu.

When the struggle on that deadly island settled down to rooting Japanese defenders out of the ground on a man to man basis, *Intrepid* steamed back to the Philippines to prepare the way for liberation.

She struck throughout the Philippines, also pounding Okinawa and Formosa to neutralize Japanese air threats to Leyte.

As *Intrepid*'s planes flew missions in support of the Leyte landings 20 October 1944, Japan's Navy, desperately striving to hold the Philippines, was converging on Leyte Gulf from three directions. Ships of the U.S. Navy parried thrusts in four major actions collectively known as the Battle for Leyte Gulf.

The morning of 24 October, an *Intrepid* plane spotted Admiral Kurita's flagship, *Yamato*. Two hours later, planes from *Intrepid* and *Cabot* braved intense antiaircraft fire to begin a day-long attack on Center Force. Wave after wave followed until by sunset American carrier-based planes had sunk mighty battleship *Musashi* with her mammoth 18-inch guns and had damaged her sister ship *Yamato* along with battleships *Nagato* and *Haruna* and heavy cruiser *Myoko* forcing the latter to withdraw.

That night Admiral Halsey's 3d Fleet raced north to intercept Japan's Northern Force which had been spotted off the northeastern tip of Luzon. At daybreak the tireless fliers went aloft to attack the Japanese ships then off Cape Engaño. One of *Intrepid*'s planes got a bomb into light carrier *Zuiho* to begin the harvest. Then American bombers sank her sister ship *Chitosi*, and a plane from either *Intrepid* or *San Jacinto* scored with a torpedo in large carrier *Zuikaku* knocking out her communications and hampering her steering. Destroyer *Ayitsuki* went to the bottom and at least 9 of *Ozawa*'s 15 planes were shot down.

On through the day the attack continued and, after five more strikes, Japan had lost four carriers and a destroyer.

The still potent Center Force, after pushing through San Bernardino Strait, had steamed south along the coast of Samar where it was held at bay by a little escort carrier group of six "baby flattops", three destroyers, and four destroyer escorts until help arrived to send it fleeing in defeat back towards Japan.

As *Intrepid's* planes hit Clark Field 30 October a burning kamikaze crashed into one of the carrier's port gun tubs killing 10 men and wounding 6. Soon skillful damage control work enabled the flattop to resume flight operations.

Intrepid's planes continued to hit airfields and shipping in the Philippines.

Shortly after noon 25 November a heavy force of Japanese planes struck back at the carriers. Within 5 minutes 2 kamikazes crashed into the carrier killing 6 officers and 59 bluejackets. *Intrepid* never lost propulsion nor left her station in the task group; and, in less than 2 hours, had extinguished the last blaze. The next day, *Intrepid* headed for San Francisco, arriving 20 December for repairs.

Back in fighting trim in mid-February 1945, the carrier steamed for Ulithi, arriving 13 March. The next day she pushed on eastward for powerful strikes against airfields on Kyushu, Japan, 18 March. That morning a twin engine "Betty" broke through a curtain of defensive fire, turned toward *Intrepid* and exploded only 50 feet off *Intrepid*'s forward boat crane. A shower of flaming gasoline and plane parts started fires on the hangar deck, but damage control experts quickly snuffed them out.

Intrepid's planes joined attacks on remnants of the Japanese fleet anchored at Kure damaging 16 enemy naval vessels including super battleship *Yamato* and carrier *Amagi*. Then the carriers turned to Okinawa as D-Day of the most ambitious amphibious assault of the Pacific war approached. Their planes lashed the Ryukyus 26 and 27 March, softening up enemy defensive works. Then, as the invasion began 1 April, they flew support missions against targets on Okinawa and made neutralizing raids against Japanese airfields in range of the embattled island.

During an air raid 16 April, a Japanese plane dove into *Intrepid*'s flight deck forcing the engine and part of her fuselage right on through, killing 8 men and wounding 21. In less than an hour the flaming gasoline had been extinguished, and only 3 hours after the crash, planes were again landing on the carrier.

The following day, *Intrepid* retired homeward via Ulithi and Pearl Harbor arriving San Francisco 19 May for repairs.

Intrepid stood out of San Francisco 29 June and enlivened her westward voyage 6 August as her planes smashed Japanese on by-passed Wake Island. The next day she arrived Eniwetok where she received word 15 August to "cease offensive operations."

The veteran carrier got under way 21 August to support the occupation of Japan. She departed Yokosuka 2 December and arrived San Pedro, Calif., 15 December 1945.

Intrepid shifted to San Francisco Bay 4 February 1946. Her status was reduced to "in commission in reserve" 15 August before decommissioning 22 March 1947 and joining the Pacific Reserve Fleet.

Intrepid recommissioned at San Francisco 9 February 1952 and got underway 12 March for Norfolk. She decommissioned in the Norfolk Naval Shipyard 9 April 1952 for conversion to a modern attack aircraft carrier. Reclassified CVA–11 1 October, she recommissioned in reserve 18 June 1954. She became the first carrier in history to launch aircraft with American-built steam catapults 13 October 1954. Two days later she went into full commission as a unit of the Atlantic Fleet.

After shakedown out of Guantanamo Bay 1955, *Intrepid* departed Mayport, Fla., 28 May 1955 for the first of two deployments in the Mediterranean with the 6th Fleet, mainstay in preventing Communist agression in Europe and the Middle East. She returned to Norfolk from the second of these cruises 5 September 1956. The carrier got under way 29 September for a 7-month modernization overhaul in the New York Navy Yard, followed by refresher training out of Guantanamo Bay.

Boasting a reinforced angle flight deck and a mirror landing system, *Intrepid* departed the United States in September 1957 for NATO's Operation "Strikeback", the largest peacetime naval exercise up to that time in history. Operating out of Norfolk in December she conducted Operation "Crosswind", a study of the effects of wind on carrier launches. *Intrepid* proved that carriers can safely conduct flight operations without turning into the wind and even launch planes while steaming downwind.

During the next 4 years *Intrepid* alternated Mediterranean deployments with operations along the Atlantic coast of the United States and exercises in the Caribbean. On 8 December 1961 she was reclassified to an antisubmarine warfare support carrier, CVS–11. She entered

the Norfolk Navy Yard 10 March 1962 to be overhauled and refitted for her new antisubmarine warfare role. She left the shipyard 2 April carrying Air Antisubmarine Group 56.

After training exercises, *Intrepid* was selected as the principal ship in the recovery team for Astronaut Scott Carpenter and his Project Mercury space capsule. Shortly before noon of 24 May 1962, Carpenter splashed down in *Aurora 7* several hundred miles from *Intrepid.* Minutes after he was located by land-based search aircraft, two helicopters from *Intrepid,* carrying NASA officials, medical experts, Navy frogmen, and photographers, were airborne and headed to the rescue. One of the choppers picked him up over an hour later and flew him to the carrier which safely returned him to the United States.

After training midshipmen at sea in the summer and a thorough overhaul at Norfolk in the fall, the carrier departed Hampton Roads 23 January 1963 for warfare exercises in the Caribbean. Late in February she interrupted these operations to join a sea hunt for Venezuelan freighter, *Anzoátegui* whose mutinous second mate had led a group of pro-Castro terrorists in hijacking the vessel. After the Communist pirates had surrendered at Rio de Janeiro, the carrier returned to Norfolk 23 March 1963.

Intrepid operated along the Atlantic Coast for the next year from Nova Scotia to the Caribbean perfecting her antisubmarine techniques. She departed Norfolk 11 June 1964 carrying midshipmen to the Mediterranean for a hunter-killer at sea training with the 6th Fleet. While in the Mediterranean, *Intrepid* aided in the surveillance of a Soviet task group. En route home her crew learned that she had won the coveted Battle Efficiency "E" for antisubmarine warfare during the previous fiscal year.

Intrepid operated along the East Coast during the fall. Early in September she entertained 22 NATO statesmen as part of their tour of U.S. military installations. She was at Yorktown 18 to 19 October 1964 for ceremonies commemorating Lord Cornwallis's surrender 183 years before.

During a brief deployment off North Carolina, swift and efficient rescue procedures on the night of 21 November 1964 saved the life of an airman who had plunged overboard while driving an aircraft towing tractor.

Early the next year *Intrepid* began preparations for a vital role in NASA's first manned Gemini flight. On 23 March 1965 Lt. Comdr. John W. Young and Maj. Virgil I. Grissom in *Molly Brown* splashed down some 50 miles from *Intrepid* after history's first controlled re-entry into the earth's atmosphere ended the pair's nearly perfect three-orbit flight. A Navy helicopter lifted the astronauts from the spacecraft and flew them to *Intrepid* for medical examination and debriefing. Later *Intrepid* retrieved *Molly Brown* and returned the spaceship and astronauts to Cape Kennedy.

After this mission *Intrepid* entered the Brooklyn Navy Yard in April for a major overhaul to bring her back to peak combat readiness.

This was the final Fleet Rehabilitation and Modernization (FRAM) job performed by the New York Naval Shipyard, Brooklyn, N.Y., slated to close after more than a century and a half of service to the nation. In September, *Intrepid,* with her work approximately 75 percent completed, eased down the East River to moor at the Naval Supply Depot at Bayonne, N.J., for the completion of her multi-million dollar overhaul. After builder's sea trials and fitting out at Norfolk she sailed to Guantanamo on shakedown.

Mid-1966 found *Intrepid* with the Pacific Fleet off Vietnam. Here her gallant pilots delivered powerful blows for freedom and scored what is believed to be one of the fastest aircraft launching times recorded by an American carrier. Nine A–4 Skyhawks and six A–1 Skyraiders, loaded with bombs and rockets, were catapulted in 7 minutes, with only a 28-second interval between launches. A few days later planes were launched at 26-second intervals. After 7 months of outstanding service with the 7th Fleet off Vietnam, *Intrepid* returned to Norfolk having earned her Commanding Officer, Captain John W. Fair, the Legion of Merit for combat operations in Southeast Asia.

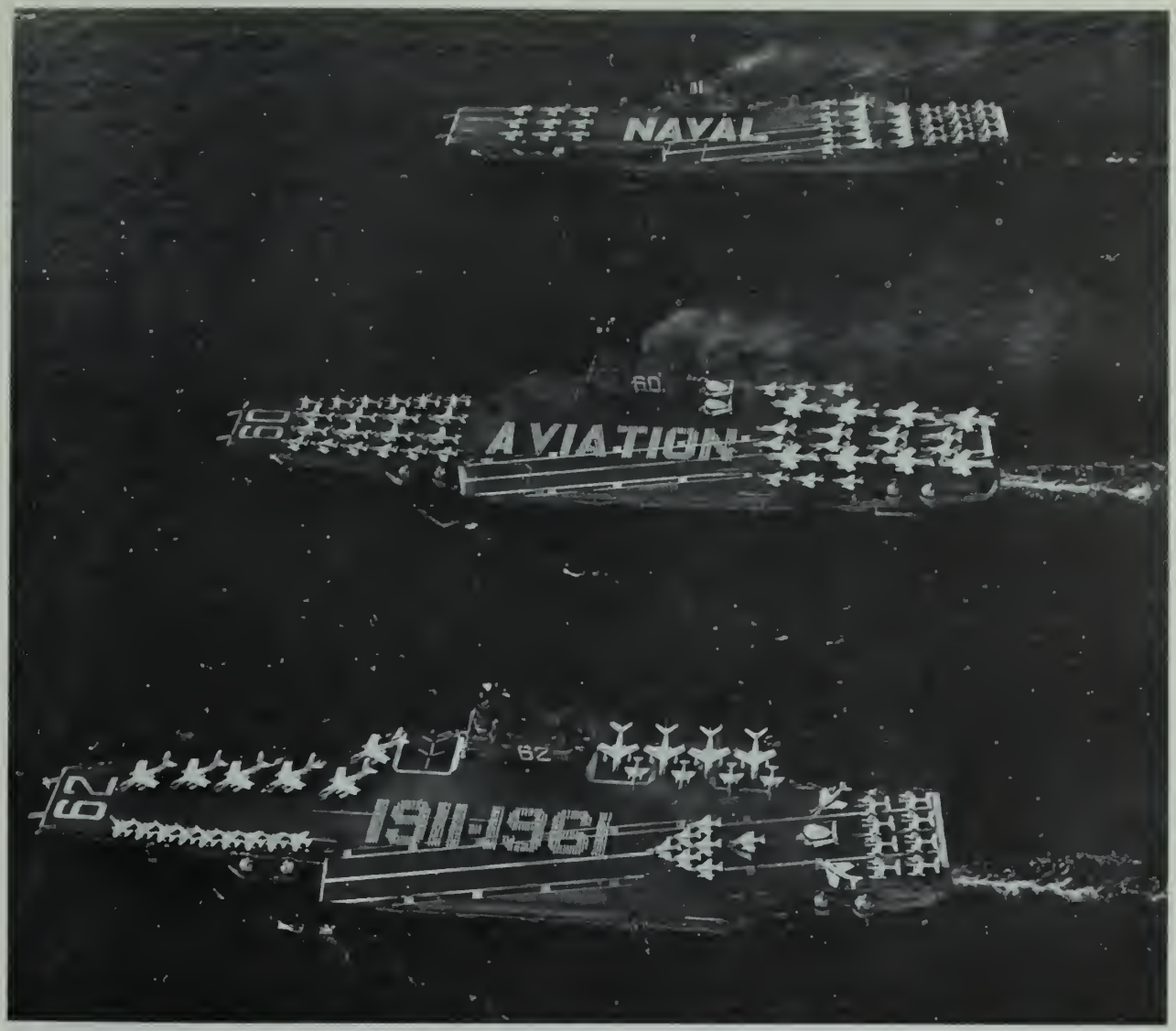
In June 1967, *Intrepid* returned to the Western Pacific by way of the Suez Canal just prior to its closing during the Israeli-Arab crisis. There she began another tour with the 7th Fleet to safeguard the peace and freedom of the world, for, as Daniel Webster said in 1834, "God grants liberty only to those who love it, and are always ready to guard and defend it."

Intrepid, see *Sylph* (PY–12)

Intrepid, see *YF–331*

Intrepid, *see YSR–42*

USS *Intrepid* (CV–11) continues operations near Luzon despite kamikaze hit 25 November 1944.



From top to bottom—USS *Intrepid* (CVA–11), USS *Saratoga* (CVA–60), and USS *Independence* (CVA–62) off the North Coast of Sicily 17 November 1960

Intrigue

A plot or plotting to gain a desired end.

(AM–253: dp. 530; l. 184′6″; b. 33′; dr. 9′9″; s. 15 k.; cpl. 104; a. 1 3″, 4 40mm.; cl. *Admirable*)

Intrigue (AM–253) was laid down 17 December 1943 by Savannah Machine & Foundry Co., Savannah, Ga.; launched 8 April 1944; sponsored by Mrs. Henry R. Keller; and commissioned 31 July 1944, Lt. P. F. McLaughlin in command.

Following exhaustive shakedown in Chesapeak Bay, *Intrigue* departed Norfolk 28 September 1944 for coastal convoy duty. She sailed with cargo ships from American ports to the Canal Zone and as far north as Argentia, Newfoundland, before returning to Norfolk 5 December 1944. In January 1945 she served as a target-towing vessel off the coast, and in June *Intrigue* sailed to Miami to train student officers on the Florida coast. She arrived 23 September at Yorktown, Va., to act as training ship at the Mine Warfare School, and decommissioned 31 May 1946. *Intrigue* subsequently joined the Atlantic Reserve Fleet at Orange, Tex., and reclassified MSF–253 on 7 February 1955. She was sold to Mexico 30 August 1962 and now serves as *DM–17* (E–7).

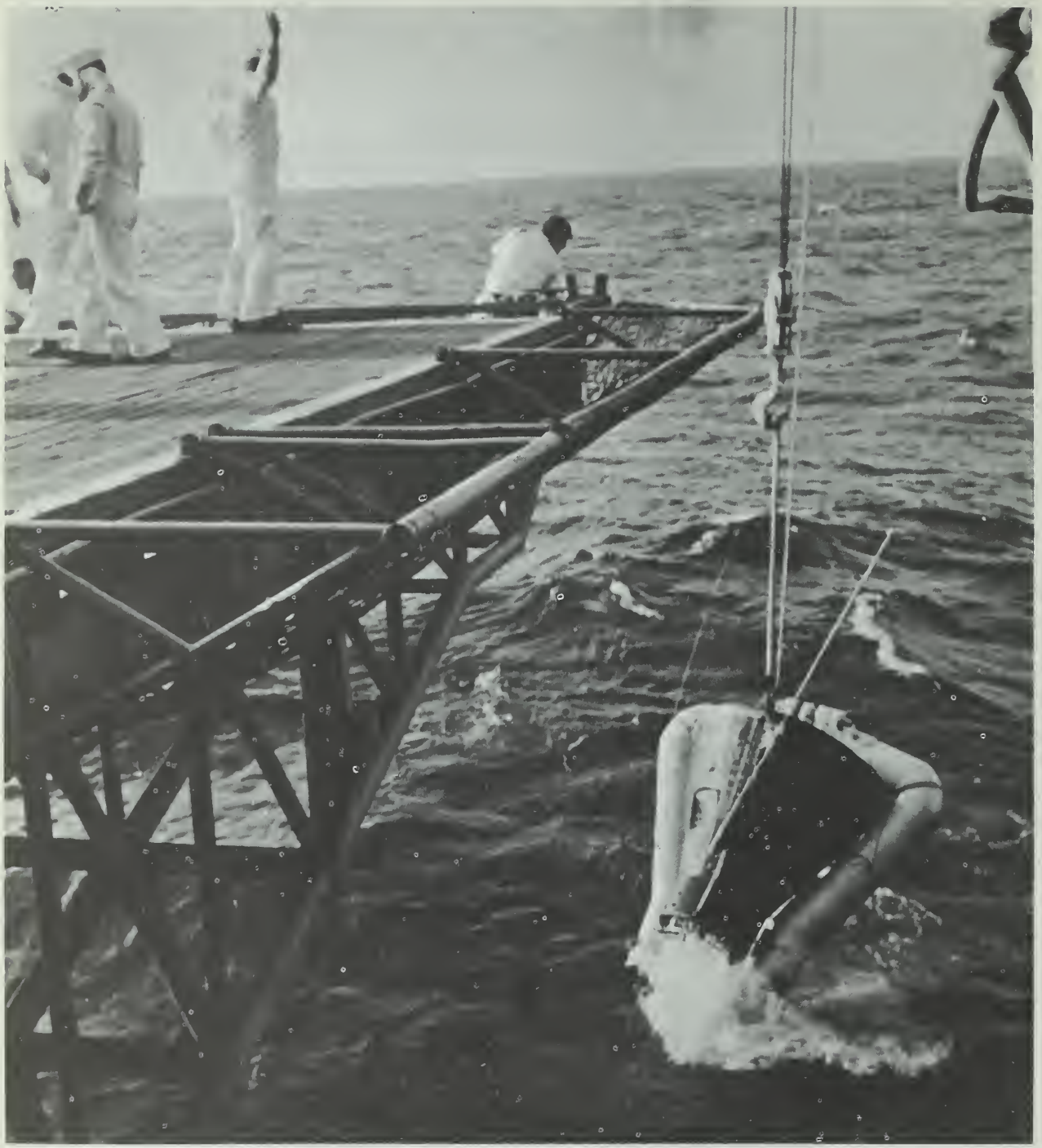
Invade

To enter for conquest or plunder.

(AM–254: dp. 530; l. 184′6″; b. 33′; dr. 9′9″; s. 15 k., cpl. 104; a. 1 3″, 4 40mm.; cl. *Admirable*)

Invade (AM–254) was laid down 19 January 1944 by Savannah Machine & Foundry Co., Savannah, Ga.; launched 6 February 1944; sponsored by Miss Thayer C. Allen; and commissioned 18 September 1944, Lt. H. H. Silliman in command.

After shakedown in Chesapeake Bay, *Invade* steamed to Casco Bay, Maine, for training 24 November 1944. Following these operations and additional drills out of Norfolk, the minecraft assumed duties there as towing ship for aircraft targets and as an experimental minesweeper. She remained on this important duty through the end of



USS *Intrepid* (CVA–11)—Gemini 3 spacecraft being hoisted on board 23 March 1965 after a three-orbit mission by Astronauts Grissom and Young

the war and reported 21 September 1945 to the Mine Warfare School at Yorktown, Va., as a training ship. *Invade* decommissioned 7 August 1946 and joined the Atlantic Reserve Fleet at Orange, Tex. She was reclassified MSF–254 on 7 February 1955, struck from the Navy List 1 May 1962, and sold to Mexico 30 August 1962.

Inver

British river.

Gunboat *PG–107* was laid down under U.S. Navy contract 14 September 1942 by Canadian Vickers, Ltd., Montreal, P.Q., Canada; launched 5 December 1942; and transferred to England under lend lease 19 July 1943. She served the British Navy as *Inver*, operating in the North Atlantic until the end of World War II. She was returned to the U.S. Navy and sold 15 December 1946.

Investigator

One who makes an inquiry or examination.

(YAGR–9: dp. 10,760 (f.); l. 441'6"; b. 56'11"; dr. 24'; s. 11 k.; cpl. 150; cl. *Guardian;* T. Z–EC2–S–C5)

Investigator (YAGR–9) was launched by J. A. Jones Co., Inc., Panama City, Fla., as Liberty Ship *Charles A. Draper* 9 January 1945; sponsored by Mrs. E. L. Cills; and delivered 24 January 1945 to Polarus Steamship Co., Inc. The ship carried replacement aircraft and cargo until the end of the war and entered the James River National Defense Reserve Fleet 26 October 1945. After a brief period of service in 1947, she entered the Reserve Fleet at Mobile, and was acquired by the Navy 2 July 1956. Renamed *Investigator*, she was converted to Navy use at Charleston Naval Shipyard and commissioned there 16 January 1957, Lt. Comdr. J. H. Mehus in command.

Equipped with the latest in air search and tracking systems, the ship conducted her shakedown training in the Caribbean and departed Guantanamo Bay for her new home port, Davisville, R.I. *Investigator* began her operational pattern of 3- to 4-week cruise in the North Atlantic as the seaward extension of the Continental Air Defense Command's air early warning system. Operating in conjunction with search aircraft, she could detect, track, and report aircraft at long ranges, and in the event of enemy attack could control high speed U.S. interceptor aircraft and direct them to target. The ship was reclassified AGR–9 effective 28 September 1958. She continued radar picket station duties for the Continental Air Defense Command, detecting and tracking inbound airborne objects and controlling jet interceptor aircraft until decommissioned 29 March 1965. Her name was struck from the Navy List 1 April 1965. She was transferred the same day to the Maritime Commission and entered the Maritime Hudson River Defense Reserve Fleet, N.Y., where she remains.

Invincible

Merchant name retained.

(Str: dp. 15,942 n.; l. 440'2"; b. 36'; dr. 28'7"; s. 11 k.; cpl. 70)

Invincible, a cargo ship, was launched in 1918 by Bethlehem Shipbuilding Corp., San Francisco, Calif.; transferred to the Navy from USSB 17 October 1918 and commissioned the same day, Lt. Comdr. George H. Zeh in command.

Assigned to NOTS, *Invincible* took on cargo at Port Costa and sailed for New York 31 October via the Panama Canal. She arrived New York 25 November and departed for London with supplies for the Allies 11 December, arriving there 27 December.

Invincible left London 18 January 1919 and arrived New York 1 February. She made one more voyage to London before decommissioning 15 April 1919, and being returned to USSB the same day. The ship continued to sail for the Shipping Board and later for National Bulk Carriers, Inc., until the late 1930's.

Iolanda

A minor planet, No. 509.

(AKS–14: dp. 5,244; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12 k.; cpl. 193; a. 1 5", 4 3"; cl. *Acubens;* T. EC2–S–C1)

Iolanda (AKS–14), originally a "liberty ship", was launched by New England Shipbuilding Corp., South Portland, Maine, 21 October 1944; sponsored by Mrs. J. Cary Jones; acquired and commissioned with a skeleton crew 31 October for transfer to Bethlehem Steel's Simpson Yard, East Boston, Mass. The ship decommissioned 2 November 1944 for conversion to Navy use, and commissioned in full 14 June 1945, Lt. Comdr. E. G. Kelly in command.

Following shakedown in the Chesapeake Bay area, *Iolanda* arrived Bayonne, N.J., 21 July 1945 to load almost 3,000 tons of general stores consisting of the almost 8,000 different items needed by the operating ships of the fleet. She departed 3 August for duty in the western Pacific and sailing via the Canal Zone and Pearl Harbor arrived Ulithi, America's bustling advance base in the western Carolines. *Iolanda* steamed into Ulithi 24 September to help supply America's victorious fleet. She steamed from Ulithi 30 September, to provision ships at Okinawa, Shanghai, and Hong Kong. The first day of 1946 saw her at Manus loading additional stores, and she departed 1 February to replenish vessels at Guam, Hong Kong, and Shanghai. *Iolanda* supplied both ships and shore stations in support of the occupation until departing Shanghai 10 April 1946. After a stopover at Guam she proceeded to Pearl Harbor, where she decommissioned 11 July 1946. Later towed to San Francisco, *Iolanda* was returned to the Maritime Commission 24 April 1947 and was placed in the National Defense Reserve Fleet, Suisun Bay, Calif., where she remains.

Iolite

A gem found in various shades of blue, with glassy luster and strong dichroism.

Iolite (PYc–24), a yacht, was reclassified *YP–454* (*q.v.*) when her name was cancelled 23 June 1942.

I

(PYc–41: t. 200; l. 154'; b. 20; 7'6"; s. 10 k.)

Iolite (PYc–41), a yacht, was built in 1914 as *Florence D* by Geo. Lawley & Son, Neponset, Mass. She was purchased by the Navy 4 September 1942 from Julian F. Detmer, of Tarrytown, N.Y., converted to Navy use and commissioned 9 November 1942, Ens. C. J. Symington in command.

Iolite sailed from New York via Norfolk and Miami 15 December 1942 and arrived Key West 22 January 1943 for duty at the Sound school. The converted yacht carried out training operations in the Straits of Florida, testing underwater sound equipment and monitoring techniques vital to submarine and antisubmarine warfare. She was detached from this duty in May 1944 and sailed for New York 28 May. Arriving Tomkinsville, N.Y., 14 June, the ship was placed in service 17 June for use as a training ship for reserve officers. She was badly damaged by explosion 26 August 1944 and placed out of service 2 October 1944. Stricken from the Navy List 14 October *Iolite* was transferred to the Maritime Commission in 1945 and sold.

Iona

The first *Iona* retained her Spanish name. The second was named after the first.

I

(YT–107: l. 56′; b. 10′3″; dr. 5′8″)

The first *Iona* (YT–107), a wooden tug, was captured from the Spanish at Cavite Navy Yard, Philippines, in 1898. She was taken over by the Navy and utilized as a yard tug at Cavite for many years. The old tug was lost 2 January 1942 in a Japanese raid on the Navy Yard.

II

(YTB–220: dp. 415; l. 110′; b. 28′; dr. 13′; s. 12 k.)

The second *Iona* (YTB–220), a wooden tug originally classified YT–220, was launched by Greenport Basin & Construction Co., Greenport, N.Y., 26 August 1944; sponsored by Mrs. Martina E. Swanson; and placed in service 2 February 1945.

The new tug was assigned harbor duty in the 14th Naval District, based at Pearl Harbor, and she remained there until transferred to the Philippine Islands in 1955. At Subic Bay *Iona* performed harbor duties so necessary for the smooth functioning of a great naval base and was reclassified YTM–220 in February 1962. In June, 1963, following accidental sinking in May, she was disposed of by burning.

Ionie

Iriquois (*q.v.*) was renamed *Ionie* 30 November 1904.

Ionita

A former name retained.

(SP–388; t. 1; l. 55′; b. 8′; dr. 2′2″; s. 19 k.; cpl. 5)

Ionita (SP–388), a motor yacht, was built by Church Boat Works, Trenton, Mich., in 1914; acquired by the Navy from her owner, R. A. Newman of Detroit 16 August 1917; and commissioned 23 September 1917, William W. Ford, USNRF, in command.

Ionita was assigned to the 9th Naval District as a section patrol craft and spent the war on patrol in the Detroit River. After the Armistice, she was transferred to the Naval Training Camp, Detroit, and was later sold to William Thewes, Cleveland, Ohio, 20 November 1919.

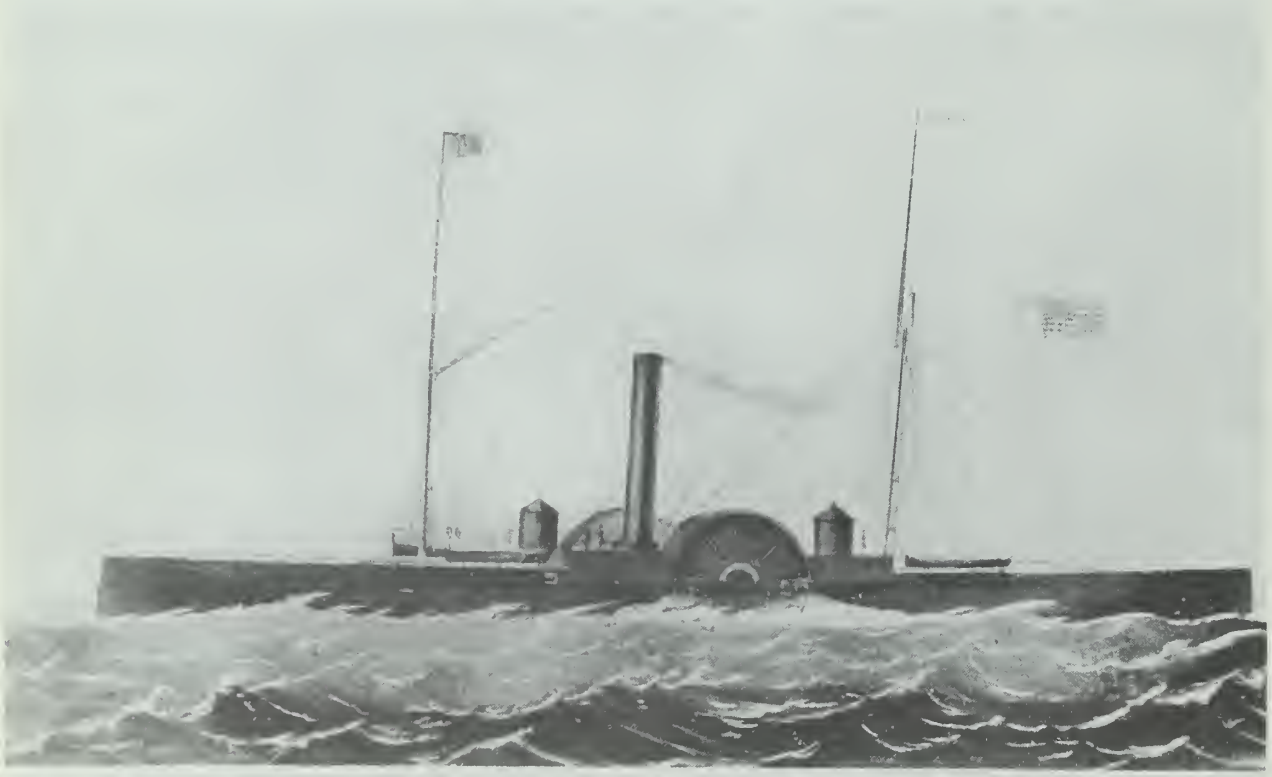
Iosco

(SwStr.: t. 974; l. 205′; b. 35′; dph. 11′6″; s. 9 k.; cpl. 173; a. 2 100-pdr. Pr., 4 9″ D. sb., 2 24-pdr. how., 1 heavy 12-pdr., 1 12 pdr.)

Iosco, a wooden, double-ended, side-wheel gunboat, was launched by Larrabee & Allen, Bath, Maine, 20 March 1863; and commissioned at the Boston Navy Yard 26 April 1864, Comdr. A. J. Drake in command.

She was at New London, Conn., 9 June when ordered to New York to complete her crew.

Iosco sailed for the Gulf of St. Lawrence 28 August to protect American fishing vessels in that vicinity. Off Nova Scotia and Prince Edward Island, she assisted several ships endangered by fierce storms. She towed *General Burnside* off a reef 15 September and aided battered



U. S. S. Iosco, 1862.

Type of the *Sassacus* class; length, 240 feet; beam, 35 feet; disp., 1,173 tons.

In general appearance, without regard to dimensions, this vessel well represents the *Octorora* class of 1861 and the *Mohongo* class of 1863, as well as its own class of double-enders.

Colonel Ellsworth and the English bark *Empress* 2 days later.

Ordered to Hampton Roads 2 October to join the 1st Division of the North Atlantic Blockading Squadron, *Iosco* was stationed off Wilmington, where she captured British schooner *Sybil* attempting to escape to sea with 307 bales of cotton 21 November.

On Christmas Eve 1864, *Iosco* participated in the first amphibious attack on Fort Fisher, N.C. which protected Wilmington, one of the South's most active centers of blockade running and her last port of entry for European aid. Her guns engaged the batteries at Mound Fort and succeeded in shooting down the Confederate flag which flew above the works. During the firing a Confederate shot carried away the head of *Iosco*'s foremast. The next day, she led nine other ships in an attack on the fortress, closing the shore as near as her draft would permit. Meanwhile her boats dragged the channel for torpedoes. Throughout the operation she protected the right flank of the Union troops ashore until they reembarked under orders from the Army commander, Major General B. F. Butler 27 December 1864.

A fortnight later *Iosco* was again in the thick of the fighting during the second attack on Fort Fisher. She assisted the landing of troops and covered the right flank of the Army as it fought on shore 13 January 1865. Forty-four of her own men fought beside the soldiers on the beaches while her cannon fired at the mound until the Confederates surrendered 15 January.

The remainder of *Iosco*'s wartime service was in the North Carolina Sounds carrying out operations as Confederate resistance ceased. She sailed north 15 July and decommissioned 28 July 1865. Her engines were removed and her hull turned over to the Bureau of Construction and Repair for service as a coal hulk at the New York Navy Yard in February 1868.

Iosco (AT–29) was renamed *Tatnuck* (*q.v.*) 24 February 1919.

Iowa

Iowa, the 29th state, was admitted to the Union, 28 December 1846, and was named for a Sioux Indian tribe that originally inhabited the Missouri Territory.

I

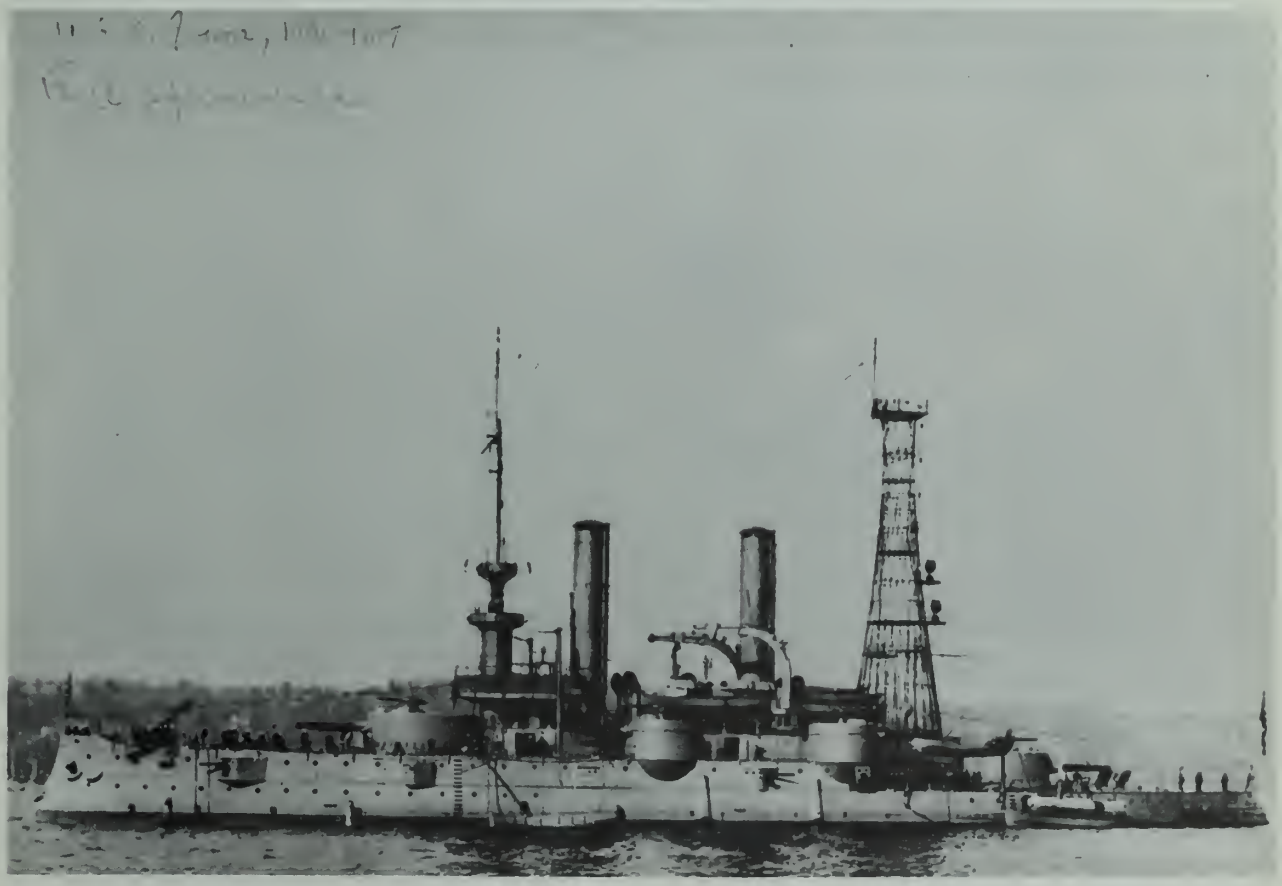
Ammonoosuc (*q.v.*) was renamed *Iowa* 15 May 1869.

II

(BB–4: dp. 11,346; l. 360′; b. 72′2″; dr. 24′; s. 17 k.; cpl. 727; a. 4 12″, 8 8″, 6 4″, 20 6-pdrs., 4 1-pdrs., 24 14″ tt.)

The second *Iowa* (BB–4) was laid down by William Cramp & Sons, Philadelphia, 5 August 1893; launched 28 March 1896; sponsored by Miss M. L. Drake, daughter of the governor of Iowa; and commissioned 16 June 1897, Captain W. T. Sampson in command.

After shakedown off the Atlantic Coast, *Iowa* was assigned to the Atlantic Fleet and was ordered to blockade duty, 28 May 1898, off Santiago de Cuba. On 3 July 1898, she was the first to sight the Spanish ships approaching and fired the first shot in the Battle of Santiago de Cuba. In a 20-minute battle with Spanish cruisers *Maria Teresa* (flagship) and *Oquendo*, her effective fire set both ships aflame and drove them on the beach. *Iowa*



USS *Iowa* (BB–4)—Admiral Spruance served in her in 1906 and 1907.

continuing the battle in company with converted yacht *Gloucester*, sank the Spanish destroyer *Pluton* and so damaged destroyer *Furor* that she ran upon the rocks. *Iowa* then turned her attention to the Spanish cruiser *Viscaya* which she pursued until *Viscaya* ran aground. Upon the conclusion of the battle, *Iowa* received on board Spanish Admiral Cervera and the officers and crews of the *Viscaya*, *Furor* and *Pluton*.

After the Battle of Santiago, *Iowa* left Cuban waters for New York, arriving 20 August 1898. On 12 October 1898, she departed for duty in the Pacific, sailed around Cape Horn, and arrived San Francisco 7 February 1899. The battleship then steamed to Bremerton, Wash., where she entered drydock 11 June 1899. After refit, *Iowa* served in the Pacific Squadron for 2½ years, conducting training cruises, drills, and target practice. *Iowa* left the Pacific early in February 1902 to become flagship of the South Atlantic Squadron. She sailed for New York 12 February 1903 where she decommissioned 30 June 1903.

Iowa recommissioned 23 December 1903 and joined the North Atlantic Squadron. She participated in the John Paul Jones Commemoration ceremonies, 30 June 1905. Iowa remained in the North Atlantic until she was placed in reserve 6 July 1907. She decommissioned at Philadelphia 23 July 1908.

Iowa recommissioned 2 May 1910 and served as an at sea training ship and as a component of the Atlantic Reserve Fleet. During the next 4 years she made a number of training cruises to Northern Europe and participated in the Naval Review at Philadelphia, 10 to 15 October 1912. She decommissioned at Philadelphia Navy Yard 27 May 1914. At the outbreak of the first World War, *Iowa* was placed in limited commission 23 April 1917. After serving as Receiving Ship at Philadelphia for 6 months, she was sent to Hampton Roads, Va., and remained there for the duration of the war, training men for other ships of the Fleet, and doing guard duty at the entrance to Chesapeake Bay. She decommissioned for the final time 31 March 1919.

On 30 April 1919, *Iowa* was renamed *Coast Battleship No. 4*, and was the first radio controlled target ship to be used in a fleet exercise. She was sunk 23 March 1923 in Panama Bay by a salvo of 14-inch shells.

BB–53 was laid down as *Iowa* at Newport News Shipbuilding & Drydock Co., 17 May 1920, but on 8 February 1922, work was suspended when the ship was 31.8 percent complete. Construction was cancelled 17 August 1923 in accordance with the terms of the Washington Treaty limiting Naval armaments. She was sold for scrap 8 November 1923.

III

(BB–61: dp. 45,000 t.; l. 887′3″; b. 108′2″; dr. 37′9″; s. 33 k.; cpl. 2,800; a. 9 16″, 20 5″; cl. *Iowa*)

The third *Iowa* (BB–61) was laid down at New York Navy Yard, 27 June 1940; launched 27 August 1942; sponsored by Mrs. Henry A. Wallace, wife of Vice President Wallace, and commissioned 22 February 1943, Capt. John L. McCrea in command.

On 24 February, *Iowa* put to sea for shakedown in Chesapeake Bay and along the Atlantic coast. She got underway, 27 August for Argentia, Newfoundland to neutralize the threat of German Battleship *Tirpitz* which was reportedly operating in Norwegian waters.

In the fall, *Iowa* carried President Franklin D. Roosevelt to Casablanca, French Morocco on the first leg of his journey to the Teheran Conference in November. After the conference she returned the President to the United States.

As Flagship of Battleship Division 7, *Iowa* departed the United States 2 January 1944 for the Pacific Theatre and her combat debut in the campaign for the Marshalls. From 29 January to 3 February, she supported carrier air strikes made by Rear Admiral Frederick C. Sherman's task group against Kwajalein and Eniwetok Atolls in the Marshall Islands. Her next assignment was to support air strikes against the Japanese Naval base at Truk, Caroline Islands. *Iowa*, in company with other ships was detached from the support group 16 February, 1944 to conduct an anti-shipping sweep around Truk to destroy enemy naval vessels escaping to the north. On 21 February, she was underway with Fast Carrier Task Force 58 while it conducted the first strikes against Saipan, Tinian, Rota, and Guam in the Marianas.

On 18 March, *Iowa*, flying the flag of Vice Admiral Willis A. Lee, Commander Battleships, Pacific, joined in the bombardment of Mili Atoll in the Marshall Islands. Although struck by two Japanese 4.7″ projectiles during the action, *Iowa* suffered negligible damage. She then rejoined Task Force 58, 30 March, and supported air strikes against the Palau Islands and Woleai of the Carolines which continued for several days.

From 22 to 28 April 1944, *Iowa* supported air raids on Hollandia, Aitape, and Wakde Islands to support Army forces on Aitape, Tanahmerah Bay, and Humboldt Bay in New Guinea. She then joined the Task Force's second strike on Truk, 29–30 April, and bombarded Japanese facilities on Ponape in the Carolines, 1 May.

In the opening phases of the Marianas campaign, *Iowa* protected the flattops during air strikes on the islands of Saipan, Tinian, Guam, Rota, and Pagan, 12 June. *Iowa* was then detached to bombard enemy installations on Saipan and Tinian, 13–14 June. On 19 June, in an engagement known as the Battle of the Philippine Sea, *Iowa*, as part of the battle line of Fast Carrier Task Force 58, helped repel four massive air raids launched by the Japanese Middle Fleet. This resulted in the almost complete destruction of Japanese carrier-based aircraft. *Iowa* then joined in the pursuit of the fleeing enemy Fleet, shooting down one torpedo plane and assisting in splashing another.

Thoroughout July, *Iowa* remained off the Marianas supporting air strikes on the Palaus and landings on Guam. After a month's rest, *Iowa* sortied from Eniwetok as part of the 3d Fleet, and helped support the landings on Peleliu, 17 September. She then protected the carriers during air strikes against the Central Philippines to neutralize enemy air power for the long awaited invasion of the Philippines. On 10 October, *Iowa* arrived off Okinawa for a series of air strikes on the Ryukyus and Formosa. She then supported air strikes against Luzon, 18 October and continued this vital duty during General MacArthur's landing on Leyte 20 October.

In a last ditch attempt to halt the United States campaign to recapture the Philippines, the Japanese Navy struck back with a three-pronged attack aimed at the destruction of American amphibious forces in Leyte Gulf. *Iowa* accompanied TF–38 during attacks against the Japanese Central Force as it steamed through the Sibuyan Sea toward San Bernardino Strait. The reported results of these attacks and the apparent retreat of the Japanese Central Force led Admiral Halsey to believe that this force had been ruined as an effective fighting group. *Iowa*, with Task Force 38, steamed after the Japanese Northern Force off Cape Engano, Luzon. On 25 October 1944, when the ships of the Northern Force were almost within range of *Iowa*'s guns, word arrived that the Japanese Central Force was attacking a group of American escort carriers off Samar. This threat to the American beachheads forced her to reverse course and steam to support the vulnerable "baby carriers." However, the valiant fight put up by the escort carriers and their screen had already caused the Japaneses to retire and *Iowa* was denied a surface action. Following the Battle for Leyte Gulf, *Iowa* remained in the waters off the Philippines screening carriers during strikes against Luzon and Formosa. She sailed for the West Coast late in December 1944.

Iowa arrived San Francisco, 15 January 1945, for overhaul. She sailed 19 March 1945 for Okinawa, arriving 15 April 1945. Commencing 24 April 1945, *Iowa* supported carrier operations which assured American troops vital air superiority during their struggle for that bitterly contested island. She then supported air strikes off

southern Kyushu from 25 May to 13 June 1945. *Iowa* participated in strikes on the Japanese homeland 14–15 July and bombarded Muroran, Hokkaido, destroying steel mills and other targets. The city of Hitachi on Honshu was given the same treatment on the night of 17–18 July 1945. *Iowa* continued to support fast carrier strikes until the cessation of hostilities, 15 August 1945.

Iowa entered Tokyo Bay with the occupation forces, 29 August 1945. After serving as Admiral William F. Halsey's flagship for the surrender ceremony, 2 September 1945, *Iowa* departed Tokyo Bay 20 September 1945 for the United States.

Arriving Seattle, Wash., 15 October 1945, *Iowa* returned to Japanese waters in January 1946 and became flagship of the 5th Fleet. She continued this role until she sailed for the United States 25 March 1946. From that time on, until September 1948, *Iowa* operated from West Coast ports, on Naval Reserve and at sea training and drills and maneuvers with the Fleet. *Iowa* decommissioned 24 March 1949. After Communist aggression in Korea necessitated an expansion of the active fleet, *Iowa* recommissioned 25 August 1951, Captain William R. Smedberg III in command. She operated off the West Coast until March 1952, when she sailed for the Far East. On 1 April 1952, *Iowa* became the flagship of Vice Admiral Robert T. Briscoe, Commander, 7th Fleet, and departed Yokosuka, Japan to support United Nations Forces in Korea. From 8 April to 16 October 1952, *Iowa* was involved in combat operations off the East Coast of Korea. Her primary mission was to aid ground troops, by bombarding enemy targets at Songjin, Hungnam, and Kojo, North Korea. During this time, Admiral Briscoe was relieved as Commander, 7th Fleet. Vice Admiral J. J. Clark, the new commander, continued to use *Iowa* as his flagship until 17 October 1952. *Iowa* departed Yokosuka, Japan 19 October 1952 for overhaul at Norfolk and training operations in the Caribbean Sea.

Iowa embarked midshipmen for at sea training to Northern Europe, July 1953, and immediately after took part in Operation "Mariner," a major NATO exercise, serving as flagship of Vice Admiral E. T. Woolfidge, commanding the 2d Fleet. Upon completion of this exercise, until the fall of 1954, *Iowa* operated in the Virginia Capes area. In September 1954, she became the flagship of Rear Admiral R. E. Libby, Commander, Battleship-Cruiser Force, U.S. Atlantic Fleet.

From January to April 1955, *Iowa* made an extended cruise to the Mediterranean as the first battleship regularly assigned to Commander, 6th Fleet. *Iowa* departed on a midshipman training cruise 1 June 1955 and upon her return, she entered Norfolk for a 4-month overhaul. Following refit, *Iowa* continued intermittent training cruises and operational exercises, until 4 January 1957 when she departed Norfolk for duty with the 6th Fleet in the Mediterranean. Upon completion of this deployment, *Iowa* embarked midshipmen for a South American training cruise and joined in the International Naval Review off Hampton Roads, Va., 13 June 1957.

On 3 September 1957, *Iowa* sailed for Scotland for NATO Operation "Strikeback." She returned to Norfolk, 28 September 1957 and departed Hampton Roads for the Philadelphia Naval Shipyard, 22 October 1957. She decommissioned 24 February 1958 and entered the Atlantic Reserve Fleet at Philadelphia, where she remains.

Iowa earned nine battle stars for World War II service and two for Korean service.

USS *Iowa* (BB–61) in Korean Action 1952

256-125 O - 68 - 31

Iowan

Former name retained.

(Str: dp. 14,375 n.; l. 428'9"; b. 53'6"; dr. 28'; s. 14 k.; cpl. 96; a. 1 4", 1 6-pdr.)

Iowan (#3002) was launched in 1911 by the Maryland Steel Co., Sparrows Point, Md.; acquired by the Navy from American-Hawaiian Steamship Co., New York; and commissioned 23 December 1917, Lt. Comdr. Frank L. Dow, USNRF, in command.

Iowan loaded cargo at Newport News, Va., and sailed 9 February 1918 for New York to rendezvous with her convoy. The convoy departed from New York 11 February for France, where she arrived on the 28th with a cargo of flour, iron, and machinery for the Allied Forces. For the next 16 months *Iowan* continued transporting foodstuffs and livestock, making nine round-trip voyages between the United States and France.

After the signing of the Treaty of Versailles in June 1919, *Iowan* engaged in transporting troops back to the United States. She made two cruises for that purpose during July and August, before decommissioning 22 September 1919. She was then returned to the American-Hawaiian Steamship Co.

Ipswich

A city in Massachusetts.

(PC–1186: dp. 295; l. 174'; b. 23'; dr. 8'; s. 19 k.; cpl. 65; a. 1 3", 1 40mm., 2 20mm., 2 rkt., 4 dcp., 2 dct.)

PC–1186 was laid down by the Gibbs Gas Engine Co., Jacksonville, Fla., 20 April 1943; launched 27 September; sponsored by Mrs. George Wharton; and commissioned 9 June 1944, Lt. (j.g.) Paul L. Adams in command.

After shakedown and ASW training off Miami, Fla., *PC–1186* was assigned to convoy escort duty in the Atlantic. From August to December she performed escort, patrol, and reconnaissance duties from the coast of New England to Guantanamo, Cuba. Late in December 1944 she arrived Coco Solo, C.Z., for patrol and escort operations between the Panama Canal and Cuba.

PC–1186 continued these services for the remainder of World War II. After the war, she patrolled off the Canal Zone and performed training exercises with submarines until 7 May 1946 when she sailed for Charleston, S.C. The sub chaser decommissioned at New York 22 July 1946, and joined the Atlantic Reserve Fleet. While berthed at Boston, *PC–1186* was named *Ipswich* 15 February 1956. *Ipswich* was struck from the Navy List 1 April 1959 and sold to Hughes Brothers, Inc., 16 September 1959.

Ira Jeffery

Ira Weil Jeffery was born Minneapolis, Minn., 8 March 1918, and enlisted in the Navy 23 August 1940. He was appointed Midshipman in 1941 and, after undergoing officer training at the Naval Reserve Midshipman's School, Northwestern University, was commissioned Ensign 12 June 1941. He reported to battleship *California* 25 July 1941. During the Japanese sneak attack on Pearl Harbor 7 December 1941, Ensign Jeffery organized an ammunition passing party at great risk to his own life in an attempt to maintain a supply of ammunition for the stricken ship's anti-aircraft guns. Ensign Jeffery was killed in the attack, and received a letter of commendation from the Secretary of the Navy for his valor.

(DE–63; dp. 1,400; l. 306'; b. 37'; dr. 9'5"; s. 24 k.; cpl. 186; a. 3 3", 4 1.1", 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21" tt.; cl. *Buckley*)

Ira Jeffery (DE–63) was laid down as *Jeffery* 13 February 1943 by Bethlehem-Hingham Shipyard, Inc., Hingham, Mass.; launched 15 May 1943; sponsored by Mrs. D. C. Jeffery, mother of Ensign Jeffery; renamed *Ira Jeffery* 29 July 1943; and commissioned 15 August 1943, Lt. Comdr. R. A. Fitch in command.

Ira Jeffery conducted shakedown training off Bermuda and in Casco Bay, Maine, before returning to Naval Torpedo Station, Quonset, R.I., for experiments with noise-makers designed to counter the German acoustic torpedo. She then moved to New York and departed 5 November 1943 with her first Atlantic convoy. During the next year she sailed with seven Atlantic troop convoys, seeing each safely to staging points in Northern Ireland or Great Britain. After her return to Charleston 22 October 1944, *Ira Jeffery* joined a large convoy of cranes, powerplants, and tugs bound for the invasion ports of Europe. On the return crossing 20 December 1944 the escort's convoy was attacked by a German submarine. After sinking an LST and damaging *Fogg*, the submarine was driven off. *Ira Jeffery* assisted the damaged ship and eventually escorted her through rough seas to the Azores.

Returning to the United State 1 February 1945, the ship spent two weeks working with experimental mines in Chesapeake Bay. She entered the New York Naval Shipyard 15 February for conversion to a high-speed transport. After the installation of troop quarters and extensive alterations she emerged in May 1945 as APD–44 (officially reclassified 23 February 1945) and departed 12 May for shakedown in Chesapeake Bay. *Ira Jeffery* then sailed 25 May with carrier *Antietam* for the Panama Canal and Pearl Harbor, where she arrived 18 June 1945.

After training in Hawaiian waters, the ship returned to San Diego 23 July and began training with underwater demolition teams. She sailed 16 August, 1 day after the war's end for the forward areas, stopping at Eniwetok, Ulithi, and Manila. After demolition exercises in Lingayen Gulf, she sailed to Wakayama, Japan, where underwater demolition teams reconnoitered beaches prior to American occupation landings. After the successful operation *Ira Jeffery* sailed for the United States, arriving San Diego 20 November 1945.

The ship sailed via the Panama Canal for the East Coast and after her arrival Philadelphia 8 December underwent repairs. *Ira Jeffery* then sailed to Jacksonville, Fla., and decommissioned at Green Cove Springs 18 June 1946. She entered the Atlantic Reserve Fleet and remained there until struck from the Navy List 1 June 1960. She was sunk during tests in July 1962.

Iredell

A county in North Carolina.

Iredell (APA–242), a *Haskell*-class victory transport, was under construction by Oregon Shipbuilding Co., Portland, Oreg., under Maritime Commission contract, but was cancelled 27 August 1945.

Iredell County

A county in North Carolina.

(LST–839: dp. 1,625; l. 328'; b. 50'; dr. 14'1"; s. 12 k.; cpl. 226; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–839 was laid down by American Bridge Co., Ambridge, Pa., 25 September 1944; launched 12 November 1944; sponsored by Mrs. Arthur Lehner; and commissioned at New Orleans, La., 6 December 1944, Lt. Waldo F. McNeir in command.

After shakedown off the coast of Florida, *LST–839* loaded Army troops and cargo and departed New Orleans for the Pacific 9 January 1945. Steaming via the Panama Canal, Pearl Harbor, and Eniwetok, she reached Saipan 10 March. There she prepared to support the invasion of Okinawa; and, after embarking Seabees and loading construction equipment, she sailed 12 April for that

strategic island, which lay at the gateway to the heart of the Japanese Empire.

The campaign was well underway when *LST–839* reached Kinmu Wan, Okinawa, 17 April. Despite heavy enemy air raids, she debarked troops and discharged cargo, then returned to Saipan 21 April to transport additional troops. During the 4 remaining months of the war, she shuttled troops and equipment among the Marianas, Philippine, and Okinawa staging areas for the possible invasion of Japan. The enemy's acceptance of Allied peace terms precluded an invasion, and the landing ship then operated between the Philippines and Japan, transporting occupation forces until mid-November.

Arriving Guam 12 November, *LST–839* embarked 500 veterans of the Pacific fighting and sailed 17 November for the United States. Steaming via Pearl Harbor, she reached San Francisco 28 December. She sailed for Astoria, Oreg., 25 January 1946; decommissioned at Vancouver, Wash., 24 July; and entered the Pacific Reserve Fleet. While berthed in the Columbia River, she was named *Iredell County* 1 July 1955.

Iredell County recommissioned at San Diego, Calif., 18 June 1966. Completing training, *Iredell County* sailed to join the 7th Fleet 3 September 1966. En route to Japan with her first cargo since 1945, she called at Pearl Harbor and her new homeport of Guam. Exchanging cargo at Iwakuni, Japan, on 12 October *Iredell County* departed for Danang, Vietnam, arriving 21 October. She shuttled petroleum, building materials, rations, troops, and equipment between Danang and Chu Lai, 65 miles to the south. *Iredell County* transported more than 7,360 tons of cargo and made 12 landings. She sailed to Guam 15 December 1966. In response to the American effort to protect and defend the independence and integrity of South Vietnam from external Communist aggression, she continues to serve the Pacific Fleet and participate in the vital peacekeeping operations currently underway in the turbulent and troubled Southeast Asia.

LST–839 received one battle star for World War II service.

Irene Forsyte

(IX–93: l. 144′; b. 27′7″; s. 13 k.; a. 1′4″, 1 40mm., 2 20mm., 1 ASW rocket)

Irene Forsyte (IX–93), a schooner, was built in 1920 as *Irene Myrtle* by MacLean Construction Co., Mahone Bay, Nova Scotia, and was purchased by the Navy 16 November 1942 from Thomas Antle of Parrsboro, Nova Scotia. Renamed *Irene Forsyte*, she was converted for Navy use at Thames Shipyard, New London, Conn., and commissioned 26 August 1943, Lt. Comdr. R. Parmenter in command.

Irene Forsyte was one of five "Q ships" used by the Navy in World War II. Based on the experience of World War I, it was hoped that these ships, with their relatively heavy armament concealed, could act as decoys to lure submarines into close quarters on the surface and then sink them. The schooner sailed 29 September 1943 with a volunteer crew. Off Nantucket Island she changed her name and flag to that of a Portuguese fishing schooner and stood southeast in hopes of encountering submarines. Caught in a hurricane near Bermuda, *Irene Forsyte* was severely damaged and averted sinking only by anchoring in Hamilton Sound, Bermuda. She was reconditioned and prepared to resume her cruise; but, when it was decided that the project held little promise of sinking enemy submarines, she was ordered back to the United States.

The schooner arrived New York 8 November 1943 and decommissioned 16 December 1943 for return to the Maritime Commission. She was used for a time on a loan basis by the Merchant Marine Cadet Corps as a training ship and returned to the Navy for disposal in November 1944. *Irene Forsyte* was sold at public auction 18 October 1945.

Irene W. Allen, see *YO–141*

Irex

One of the oceanic fishes belonging to the family *carangidae.*

(SS–482: dp. 1,570; l. 311′8″; b. 27′4″; dr. 15′5″; s. 20 k.; cpl. 81; a. 1 5″, 2 40mm., 4 .50 cal. mg., 4 .30 cal. mg., 10 21″ tt.; cl. *Tench*)

Irex (SS–482) was launched 26 January 1945 by Portsmouth Navy Yard, Portsmouth, N.H.; sponsored by Mrs. Allen J. Ellender, wife of Senator Ellender of Louisiana; and commissioned 14 May 1945, Comdr. J. D. Crowley in command.

After shakedown in the New London area, *Irex* sailed for the Pacific via the Panama Canal. While she was in the Canal Zone, the war ended. *Irex* was ordered to Key West, where she joined Submarine Squadron 4. She spent the remainder of the year there and at Guantanamo Bay conducting exercises. By December 1946 the Navy had completed plans for the modern telescopic snorkel (a device to enable diesel-powered submarines to run submerged for long periods of time), and *Irex* was ordered to Portsmouth for installation and test of this equipment. She spent July 1947 to February 1948 evaluating her new apparatus and then joined Submarine Squadron 8 at New London as the U.S. Navy's first operational snorkel submarine.

For the next 3 years *Irex* trained out of New London and off the Virginia Capes. In May 1951 she was assigned patrol duty in the North Atlantic and in August commenced operations out of Key West and Cuba. Returning to New London in the fall, *Irex* continued her important training out of New England and in the Caribbean until 26 October 1953 when she sailed for the Mediterranean to join the 6th Fleet. Returning to New London 3 February 1954 *Irex* resumed her operations along the East Coast and in the Caribbean for the next 2 years.

Irex again deployed in 1956 to the Mediterranean with units of the powerful 6th Fleet. In the developing Mid-East crisis that culminated in the nationalization of the Suez Canal (July 1956) and armed conflict between Egypt and the forces of France, Israel, and the United Kingdom, U.S. Naval forces acted early to support America's policy. In February, patrols in the Red Sea and along the Israeli-Egyptian border were established as a means of expressing our interest in the peaceful outcome of the crisis. Returning to New London, she resumed her operations and also served as training ship for submarine students.

During early 1957 *Irex* participated in fleet exercises and again served as training ship. In July she entered Philadelphia Naval Shipyard where she was fitted out with a new type plastic sail. The plastic sail, which replaced the World War II conning tower, is lighter in weight, higher, and acts as a stabilizer. With the exception of one tour to the Mediterranean (13 September–20 December 1958) and training cruises to Bermuda and Halifax, *Irex* continued her operations out of New London for the next year and a half. In early 1960 she took part in fleet exercises in the North Atlantic before returning home 3 March. After operations out of New London, and a training cruise to Halifax, *Irex* deployed 1 August 1961 for submarine warfare training with the 6th Fleet in the Mediterranean. She returned to New London in November, ranging south to Bermuda and north to New York and Boston as she trained reservists and men of the New London Submarine School. She based winter operations January to March 1963 from Puerto Rico and the Virgin Islands, then was overhauled in the Philadelphia Naval Shipyard before resuming training at New London. In October 1963 she again sailed for the Mediterranean, taking time out during this 6th Fleet tour to transit Suez Canal for CENTO exercises in the Red and Arabian Seas. She returned home mid-January 1965 to aid in the development of antisubmarine warfare tactics, joined U.S.-Canadian warfare exercises reaching northward to Nova Scotia, then returned home to New London in November 1965 and continued local training duties into 1967.

Iris

In Greek mythology, the goddess of the rainbow.

I

(Str: t. 388; l. 145′ d.; b. 27′; dr. 9′9″; cpl. 70; a. 1 32-pdr.)

The first *Iris* was a wooden steamer propelled by radial paddle wheels built at New York in 1847 and purchased there by the Navy in the same year. She commissioned at New York Navy Yard 25 October 1847, Comdr. Stephen B. Wilson in command.

The next day *Iris* departed New York Harbor for Vera Cruz, Mexico, where she arrived 11 December. With the exception of a brief visit to Mobile, Ala., in February 1848 and a voyage to Pensacola, Fla., in September, *Iris* remained on duty in the vicinity of Vera Cruz for the next year. During the closing months of the Mexican War, she assisted in maintaining the blockade of the coast of Mexico and protected the Army's water communications. Thereafter she vigilantly protected United States interests in that volatile area lest trouble break out anew.

Iris departed Vera Cruz 8 November and arrived Norfolk 16 December. She decommissioned there 16 December and was sold soon thereafter. She redocumented as *Osprey* 9 March 1849, being destroyed by fire at Kingston, Jamaica, 18 April 1856.

II

(SwStr: t. 159; l. 87′; b. 19′; dr. 9′; s. 10 k.; cpl. 34; a. 2 20-pdr. P. r.)

The second *Iris* was built as *Willet Rowe* at Brooklyn, N.Y., in 1863 and was purchased by the Navy in New York City from C. W. Copeland 16 October of that year. She was outfitted as an armed tug and sailed from New York 2 November to join the South Atlantic Blockading Squadron off Charleston 6 November. She took station inside the bar at Charleston where she served faithfully during most of the remainder of the war.

Iris steamed with *Nipsic* to the North Edisto River 8 February 1864 to support a reconnaissance in force undertaken by the Army as a diversion to prevent Southern troops in the Charleston area from moving to Florida for action against Brigadier General Truman Seymour. A week later she was back at her old station inside the bar.

On 12 December *Iris* moved to the Savannah River to be on hand to support General W. T. Sherman at the end of his march through Georgia to the sea where he was assured of supplies and a secure operating base behind the big guns of the Navy. From Savannah she sailed to Port Royal for repairs, arriving 1 January 1865.

Iris returned to service early in February in time to participate in the expedition to Bull's Bay which diverted Confederate troops from General Sherman's path as he marched north close to the sea ever ready to retire to the coast under Naval protection if necessary. The combined forces departed Charleston Roads on the night of 11 February and entered Bull's Bay before daybreak the next morning. The Union ships engaged enemy forts at Andersonville 13 February but found the Confederate positions too strong to carry. The next 2 days were spent exploring the marshlands in the area seeking a route which would enable the Northern vessels to approach Andersonville from the rear. A passage was found on the night of 15 February enabling *Iris* and other ships to land troops behind the fortress which soon fell. This diversionary movement was one of the factors which compelled the Confederacy to evacuate Charleston where the war had begun four long years earlier, with the firing on Fort Sumter.

Iris remained in Charleston until 28 April when she sailed with eight other ships to the coast of Florida to intercept Jefferson Davis and his cabinet in their flight toward political asylum in Cuba. Upon learning of Davis' capture at Irwinville, Ga., she returned to Charleston where she remained until sailing north with Rear Admiral Dahlgren in *Pawnee* 17 June.

She decommissioned at Washington Navy Yard 15 July 1865 and was transferred to the Treasury Department for the Lighthouse Service 18 October 1865.

III

The third *Iris* was a light-draft monitor built as *Shiloh* (*q.v.*) by George C. Bestor at St. Louis in 1865. She had no service before being laid up at Mound City, Ill. in 1866. She was renamed *Iris* 15 June 1869 and was laid up at New Orleans until 17 September 1874 when she commissioned briefly. After decommissioning 5 October 1874, *Iris* was sold at New Orleans.

IV

(ScStr: 1,923; l. 321′0″; b. 39′0″; dr. 24′0″; s. 10 k.; cpl. 124; a. none)

The fourth *Iris* was built in 1885 by A. Leslie & Co., Newcastle, England, and was purchased by the Navy from Miami Steamship Co. 25 May 1898 for service in the Spanish American War. However, reconditioning and conversion to a distilling ship was not completed until after the end of active operations against Spain. *Iris* commissioned at Norfolk Navy Yard 1 August 1898, Lt. Arthur B. Connor in command.

The distilling ship departed Norfolk 31 August and arrived Montauk Point, N.Y., 5 September. She departed New York Harbor 14 October for the Philippine Islands arriving Manila 18 March 1899. She acted as a general utility ship for the Asiatic Squadron in the Philippines during the occupation of the islands and during the subsequent insurrection. She decommissioned for repairs at Hong Kong 31 January 1900 and resumed duty in May.

Iris sailed for home in the fall of 1903 arriving San Francisco 13 November and decommissioning at Mare Island Navy Yard 18 December. She was overhauled there and placed in service as a collier for the Asiatic Squadron. For the next 5 years, she fueled United States vessels in the Orient.

She departed Manila 20 May 1909 for San Francisco where she was converted to a torpedo boat tender. She was placed out of service 15 October and recommissioned the same day. During the following years she served as parent ship for the Pacific Torpedo Fleet operating off the West Coast of the United States.

In the fall of 1915 disorder in Mexico threatened American citizens and interests. *Iris* arrived Topolobampo, Mexico 9 December to begin patrol duty on the Mexican coast. She remained in the area ready to act in the event of any emergency until departing La Paz, Mexico, 30 January 1916. She arrived San Diego, Calif., 4 February and began duty towing targets off southern California.

Two months later *Iris* was ordered to San Francisco. After arriving 16 April, she decommissioned at Mare Island 2 May 1916. *Iris* was transferred to the USSB 3 May 1917.

V

(ScStr: t. 428; l. 153′0″; b. 30′0″; dr. 8′7″; cpl. 23; a. 2 3-pdrs., 2 mg.)

The fifth *Iris* was a lighthouse tender built for the United States Lighthouse Service at Philadelphia in 1897. She was transferred to the Navy with the entire Lighthouse Service by Executive order 11 April 1917. She was returned to the custody of the Department of Commerce 1 July 1919.

Irish, W. M., see *Nausett* (IX–190)

Iro

(Str: t. 1,271; l. 256′; b. 37′7″; dr. 9′; s. 10 k.)

Iro, a wooden steamer, was launched in 1889 by the Bath Iron Works, Bath, Maine. The Navy acquired her

8 August 1918 from the Hudson Navigation Co., New York City. *Iro* served as a patrol and freight boat in the 5th Naval District, operating out of Norfolk, until she was returned to her owner 30 April 1919.

Iron Age

(ScStr: t. 424; l. 144′; b. 25′; dph. 12′6″; a. 3 30-pdr. D.r., 6 8″ D.)

Iron Age was built at Kennebunk, Maine, in 1862; then purchased by the Navy at Boston 28 April 1863 and commissioned 25 June 1863, Lt. Comdr. E. E. Stone in command. That day she sailed from Boston in search of Confederate commerce raider, *Tacony*, which was taking a heavy toll of New England shipping. After learning that the enemy cruiser had been burned and her crew captured, *Iron Age* returned to Boston 7 July. She spent the rest of the summer in New England waters protecting Union commerce, fisheries, and coasts.

Iron Age was transferred to the North Atlantic Blockading Squadron 3 September and sailed for Wilmington, N.C., 2 days later, arriving off New Inlet 11 September. On her fifth day of blockade duty she discovered a runner attempting to escape, drove her back, and forced her to run ashore just abreast of Fort Fisher. On 21 October she assisted *Nanscmond* and *Niphon* in destroying blockade runner *Venus*. Christmas Eve that year was the occasion for a raid on salt works at Bear Inlet. A large stockpile of salt desperately needed by the South was destroyed. This blow was doubly effective since the raiders also prevented the manufacture of a new supply by smashing the irreplaceable equipment in the plants.

Iron Age and *Daylight* were ordered to Lockwood's Folly Inlet, near Wilmington, to try to float grounded blockade runner *Bendigo* 9 January 1864. The following morning at 0900 *Iron Age* ran hard aground. After untiring efforts to lighten her failed to refloat the ship, she was put to the torch at 0400 11 January 1864 and was destroyed 1 hour and 40 minutes later when her magazine exploded.

Iron County

Counties in Michigan, Mississippi, Utah, and Wisconsin.

(LST–840: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–840 was laid down by American Bridge Co., Ambridge, Pa., 28 September 1944; launched 15 November; sponsored by Mrs. C. W. Doerr; and commissioned 11 December, Lt. David McC. Bon in command.

Following shakedown off Florida, *LST–840* loaded cargo at Gulfport, Miss.; then sailed 14 January 1945 for the Pacific. Additional cargo stops were made at San Francisco and Seattle before departing for the Marshall Islands. She arrived Eniwetok 24 March.

After preparations in the Marshall and Caroline Islands, the landing ship departed Ulithi 12 April for Okinawa. The battle for this strategic island, which lay at the gateway to the Japanese homeland, was well underway when *LST–840* arrived on the 18th. She unloaded combat engineers and equipment, then returned Ulithi 5 May.

For the remainder of World War II, she shuttled troops and cargo throughout the American staging areas in the Pacific. After V–J Day, *LST–840* operated with U.S. occupation forces in Japan and Okinawa for the next 3 months. Embarking 500 marines at Guam, she departed 11 November en route to Pearl Harbor and the United States. Arriving San Diego 15 December, she remained on the West Coast until she decommissioned at Vancouver, Wash., 1 June 1946, joining the Columbia River Group, Pacific Reserve Fleet.

In the effort to stop Communist aggression in South Korea, veteran ships were called out of reserve to provide support for the U.N. forces in Asia. *LST–840* recommissioned 3 November 1950, Lt. Merle A. Coe in command. Following training off the West Coast and Hawaii, she loaded trucks and equipment, then departed Honolulu 1 May 1951 for the Pacific staging areas. From June to November, the loading ship operated between Korea and Japan, shuttling cargo and prisoners of war along the war-torn peninsula.

She returned to the United States 27 November and, following overhaul, she departed Oakland, Calif,. 16 May 1952 for duty in Alaska. *LST–840* performed cargo operations there for 6 months before returning to San Diego. On 13 March 1953, she sailed on her second Korean tour, arriving Yokosuka 1 May. For the duration of the conflict, she remained in the Inchon vicinity and after the July truce continued peacekeeping operations in the Far East until late November.

After a stay in the United States, *LST–840* was back in the Far East, arriving Henrietta Pass, French Indochina, 28 October 1954. In the aftermath of the Indochinese War, she loaded French troops and equipment and shuttled them along the coast of southeast Asia. Arriving Subic Bay 22 November, she operated in the Far East until April 1955, then steamed for San Diego.

LST–840 was named *Iron County* 1 July 1955 and on 10 January 1956 she was en route to Pearl Harbor, her new home port. From January 1956 to November 1957, she performed amphibious exercises out of Hawaii, returning to the West Coast 23 November. *Iron County* remained at San Francisco until 1 July 1958 when she was transferred to the Republic of China under the Military Assistance Program. She now serves the Chinese Nationalist Navy as *Chung Fu*.

Ironsides Jr.

Ironsides Jr., occasionally called simply *Ironsides*, was a bark chartered by the Navy at Port Royal, S.C., in August 1863. She was used as a storeship at Port Royal until 1 June 1864, the date of the last reference to her in the *Official Records of the Union and Confederate Navies in the War of the Rebellion.*

Ironwood

Any one of many trees or shrubs of several species with unusually strong, hard, or heavy wood.

Ironwood (YN–67) was renamed *Lancewood* (*q.v.*) 3 April 1943 prior to launching.

Iroquois

A powerful and warlike Indian confederacy formerly inhabiting central New York.

I

(StSlp: t. 1,016; l. 198′11″; b. 33′10″; dr. 13′; s. 11 k.; a. 1 50-pdr., 4 32-pdrs., 1 12-pdr. how.)

The first *Iroquois*, a steam sloop of war, was launched by the New York Navy Yard 12 April 1859 and commissioned 24 November 1859, Comdr. J. S. Palmer in command.

Iroquois got underway from New York 19 January 1860 for duty in the Mediterranean. Her service came at a time of political unrest in Europe, with the movement for Italian unification in its beginning stages. *Iroquois* sailed for Palermo, Sicily, to protect American lives and property as Garibaldi began his campaign to drive French troops from the island. The Italian patriot came on board *Iroquois* 20 June 1860 and conferred with Comdr. Palmer.

The ship operated in the Mediterranean into 1861, but the impending Civil War brought greater demands on

the Navy and she was recalled. Arriving 15 June 1861 at New York, she was immediately sent to the Caribbean to search out and destroy southern commerce raiders. At Martinique she found *Sumter* anchored in the harbor. But the Confederate ship, under command of Semmes, with the assistance of French authorities slipped out 23 November to resume attacks on Union shipping. *Iroquois* continued her patrol in the Caribbean. On 14 January 1862 she stopped British sloop *Rinaldo*. On board were Confederate ministers Mason and Slidell, captured earlier by Union ships but released; Comdr. Palmer allowed them to proceed under surveillance.

Iroquois was sent later in 1862 to join Flag Officer Farragut at the mouth of the Mississippi, in preparation for his attack on New Orleans. Arriving off Ship Island 28 March, the ship moved to a position below Forts Jackson and St. Philip, guarding New Orleans, 16 April. Comdr. D. D. Porter's mortar boats then began a devastating bombardment, and by 24 April the ships were ready to attack. *Iroquois* moved abreast the forts as part of the 3d Division under Captain H. H. Bell and, after a spirited engagement, passed them and pressed on for the capture of New Orleans, the South's largest and wealthiest city, and key to the Mississippi Valley.

After the great victory *Iroquois* advanced up the river with Farragut, with the aim of eventually joining Flag Officer Foote, who was driving southward. A landing party was sent ashore at Baton Rouge 8 May 1862 and Comdr. Palmer received the surrender of the Louisiana capital that day. *Iroquois*, along with *Oneida*, also took possession of Natchez 13 May as the fleet moved steadily toward the Southern stronghold at Vicksburg. Within a week they were below the city and preparing to pass the formidable batteries.

After periodic shelling Flag Officer Farragut, supported by the mortar boats, passed the Vicksburg batteries 28 June after a heavy exchange of gunfire. *Iroquois* survived the action virtually unscathed. With the rest of the fleet she met Flag Officer Davis and his Western Flotilla above Vicksburg. This was but the first step of Lincoln's order to "clear the river." *Iroquois* remained in the Vicksburg area until late July, helping in the bombardments and preparations for expeditions into the surrounding marshlands. In early September she again entered the Gulf of Mexico to take part in the strangling blockade of Southern commerce, but boiler trouble sent her north 21 September. She arrived New York 2 October and decommissioned 6 October 1862 for repairs.

Iroquois recommissioned 8 January 1863, Comdr. Henry Roland in command, and got underway later that month to convoy monitor *Weehawken* to Newport News. Joining the North Atlantic Blockading Squadron off North Carolina, she captured blockade runner *Merrimac* 24 July and helped in the capture of *Kate* 12 days earlier. After several more months on arduous blockade, she steamed to Baltimore for repairs, decommissioning 8 October 1863.

The ship recommissioned 31 March 1864, Comdr. C. R. P. Rodgers in command. After serving briefly in the North Atlantic, *Iroquois* steamed to the Mediterranean to protect American commerce and interests. She also took part in the giant search for the Confederate raider *Shenandoah*, finally arriving Singapore in May 1865 after a long voyage around South America and across the Pacific. With the war over, she sailed in July for the United States, arriving New York 1 October 1865. She decommissioned there 6 October 1865.

Upon recommissioning 7 January 1867, Comdr. Earl English in command, the veteran ship sailed 3 February for duty with the Asiatic Squadron. She was present at Osaka, Japan, when that port and neighboring Hiogo were opened to foreign commerce 1 January 1868; and she took part in the rescue operations following the overturning of Rear Admiral Henry H. Bell's boat in the harbor 11 January. Despite the best efforts of the ships present, the squadron commander and 11 others were drowned. During the local conflicts which engulfed the ports during January, *Iroquois* stood by to protect American interests, and carried the foreign ministers to Hiogo 1 February when they were expelled from Osaka. She remained on this critical duty with the Asiatic Squadron until returning to the United States in February 1870. She decommissioned at League Island, Pa., 23 April 1870.

Iroquois recommissioned 23 August 1871 under Comdr. H. A. Adams. She operated on the East Coast until 18 March 1872. She then sailed for another cruise with the Asiatic Fleet, making the long voyage via the Mediterranean, the Suez Canal, and the Indian Ocean. The ship remained off China and Japan until returning to San Francisco 1 July 1874. She again decommissioned for repairs 23 July 1874.

Following a long period of inactivity, *Iroquois* recommissioned 12 April 1882, Comdr. J. H. Sands in command.

USS *Iroquois*, Screw Sloop-of-War served from 1859 to 1910.

On Pacific station, she patrolled to South America, Hawaii, Australia, and Pacific islands protecting American interests and commerce. She took part in naval action in Panama in the spring of 1885, helping to land Marines to protect American commerce during the revolution. After 10 years of service on the Pacific Station, *Iroquois* arrived Mare Island 24 April 1892 and decommissioned there 12 May 1892.

The ship was transferred to the Marine Hospital Service and served until she recommissioned 13 December 1898, Lt. Charles Pond in command. She cruised in the Pacific for 6 months before decommissioning at Honolulu 30 June 1899. *Iroquois* was then transferred again to the Marine Hospital Service. Her name was changed to *Ionie* 30 November 1904. Her name was struck from the Navy List 26 August 1910.

II

(AT–46: dp. 702; l. 152'; b. 26'; dr. 13'6''; s. 13 k.; cpl. 39; a. 4 3", 1 G.g.)

The second *Iroquois* (AT–46), a steam tug, was built as *Fearless* by Union Iron Works, San Francisco, in 1892; purchased by the Navy from J. D. Spreckles Bros. & Co. 18 April 1898; and commissioned *Iroquois* 6 July 1898, Lt. L. H. Turner in command.

Iroquois served as a station tug at Mare Island until 19 January 1899, when she sailed for duty in the Hawaiian Islands. Upon arriving Honolulu 28 January she acted as a station tug, mail boat, and even surveying ship between the main islands and Midway. She returned to Mare Island 15 February 1910, and for the next 10 years operated between that base and San Diego as a collier and supply ship. *Iroquois* also performed patrol and salvage duties during this period.

After America's entry into World War I the tug steamed to New York early in 1918, and for the next few months served as a tug and convoy escort along the East Coast. Following this service, she departed New York 31 June 1919 for Charleston, then left for San Diego arriving 27 October. She served 13th Naval District as a harbor craft out of San Diego until decommissioned 7 March 1925. She was sold 15 May 1928 to Benjamin L. Jones, Bellingham, Wash.

Iroquois, see *YP–539*

Irwin

Noble Edward Irwin was born 29 September 1869 at Greenfield, Ohio, graduated from the Naval Academy in June 1891, and was wounded in action 1 May 1898 while in command of *Manila* in the Battle of Manila Bay. He was awarded the Navy Cross for meritorious service as Director of Naval Aviation in World War I. Thereafter he was in command of battleship *Oklahoma*, and Destroyer Squadrons of the Scouting Fleet, and was Chief of the Naval Mission to Brazil (1927–31). Rear Admiral Irwin became Commandant of the 15th Naval District in March 1931 and was transferred to the Retired List 1 October 1933. He died 10 August 1937 at Warner Springs, Calif.

(DD–794: dp. 2,050; l. 376'6''; b. 39'8''; dr. 17'9''; s. 35 k.; cpl. 320; a. 5 5", 10 40mm., 7 20mm.; 2 dct., 6 dcp., 10 21" tt.; cl. *Fletcher*)

Irwin was launched 31 October 1943 by the Bethlehem Steel Co., San Pedro, Calif.; sponsored by Mrs. Charles A. Lockwood, Jr., daughter of Admiral Irwin and wife of Vice Admiral Lockwood; and commissioned 14 February 1944, Comdr. Daniel B. Miller in command.

Following shakedown, *Irwin* departed San Diego 26 April 1944 for Hawaii, thence to Eniwetok to stage for the invasion of the Marianas. She sailed 11 June in the screen of escort carriers providing air cover for the invasion of Saipan 15 June 1944. As the Japanese Mobile Fleet was turned back in defeat from the Marianas 19 to 21 June, *Irwin* shot down an enemy torpedo bomber while repelling air attacks on the escort carriers.

Irwin bombarded the enemy on Saipan 21 to 29 June, guarded escort carriers covering the invasion of Tinian 23 July, then gave bombardment support to troops fighting on Guam. She next joined the screen of fast attack carriers hitting hard at enemy bases in the Palau Islands. along the coast of Luzon, Okinawa and Formosa. Off the latter enemy-held shore 14 October 1944, she shot down a torpedo bomber. She assisted in the escort of the bomb-damaged cruisers *Houston* and *Canberra* to safety, then again joined the screen of fast attack carriers giving direct air support to the liberation landings at Leyte, 20 October 1944.

As the Japanese fleet made a three-pronged approach to the Philippines 24 October 1944, planes from *Irwin*'s carrier task group made destructive bombing runs on the Japanese Center Force of battleships and cruisers. But land-based Japanese bombers retaliated with heavy air strokes, scoring a lucky bomb hit on light carrier *Princeton*. In a heroic saga that brought *Irwin* the award of the Navy Unit Commendation, she braved raging flames, violent explosions, falling debris, and exploding shells as she went alongside *Princeton*. Fighting dense black smoke in a choppy sea, she rigged hoses and fought fires in the forward part of *Princeton*'s hangar deck. Later, when an awesome explosion blew off the major portion of *Princeton*'s stern, *Irwin* immediately dispatched boats and her men dived into icy seas to rescue survivors. Though damaged herself, the destroyer stood at close quarters until she had rescued 646 men from the sea and from the decks of *Princeton*.

Irwin headed for Ulithi with *Princeton* survivors as the Japanese Southern Force was largely destroyed in the Battle of Surigao Straits, their carriers destroyed off Cape Engano, and their powerful battleship-cruiser-destroyer bombardment force turned back in the Battle of Samar. From Ulithi she sailed for overhaul in the San Francisco Navy Yard (17 November 1944–23 January 1945). She then steamed for Hawaii, thence to the Marshalls and finally to Saipan, arriving 14 February 1945.

Irwin helped screen attack carriers giving direct air support to the invasion of Iwo Jima, 19–23 February 1945, then pounded Okinawa. She joined in the preinvasion bombardment of Okinawa 27–31 March, fighting off repeated attacks from planes, torpedo boats, and suicide craft. On 30 March *Irwin* repelled three Japanese torpedo boats, sinking one, damaging another, and forcing the other to flee. As Marines stormed the shores of Okinawa 1 April 1945, she shot down a twin-engined bomber and rescued one enemy survivor from this victim. For 2 months, *Irwin* bombarded enemy artillery positions, machine gun emplacements, troop concentrations, caves and suicide boat hiding places. She shot down a suicide torpedo bomber 12 April 1945, and scored another kill the 16th as she covered the landings on Ie Shima. Another enemy suicide plane was shot down 21 May. *Irwin* figured in another mercy mission the night of 16 June 1945 when she assisted in the rescue of survivors from destroyer *Twiggs*, sunk by combined air, torpedo, and suicide attacks.

Irwin remained off Okinawa until hostilities ceased with Japan 15 August 1945. She entered Tokyo Bay 31 August and escorted occupation troops between Okinawa and Japan until 26 October when she stood out of Yokosuka for return to San Diego, arriving 15 November 1945. Following inactivation overhaul, she decommissioned there 31 May 1946 and joined the Pacific Reserve Fleet.

Irwin recommissioned 26 February 1951 at Long Beach, Calif. She sailed 12 May for overhaul in the Philadelphia Navy Yard, then shifted to base at Newport, R.I., 16 December 1952. She bolstered 6th Fleet strength and readiness in the Mediterranean, January to June 1952, trained along the eastern seaboard, then sailed from Fall River, Mass., 1 April 1953.

Steaming through the Panama Canal, *Irwin* called at San Diego and Hawaii en route to join the 7th Fleet in waters off embattled Korea. She guarded the fast attack carriers as they blasted communist targets far inland, and herself joined in the destruction of enemy coastal supply routes and depots by making repeated coastal gunstrikes in support of United Nations troops ashore. Following the uneasy truce, she transited the Suez Canal and called at Mediterranean ports en route to Boston, arriving 2 October 1953.

Irwin engaged in coastwise operations out of Newport until 5 January 1955 when she sailed for NATO maneuvers in the North Atlantic, thence into the Mediterranean. She returned to Newport 26 May 1955, engaging in Atlantic seaboard operations until departure 29 March 1956 to base at Long Beach, Calif.

Irwin arrived in Long Beach 15 April but soon deployed to spend the summer with the roving 7th Fleet in waters ranging from Japan to Okinawa, the Philippines and Taiwan. She returned to Long Beach 11 August for tactics ranging as far west as Hawaii, again sailing 12 March 1957 to join the 7th Fleet in the Far East. Following patrol of the Taiwan straits, combined fleet maneuvers with SEATO nations, and goodwill visits to ports of the Philippines and Japan, she returned to Long Beach 24 August 1957 for inactivation. She decommissioned 10 January 1958 and remains in the Pacific Reserve Fleet berthed at Mare Island, Calif.

Irwin received the Navy Unit Commendation and six battle stars for service in World War II and one battle star for Korean service.

Isaac N. Seymour

A former name retained.

(SwStr: t. 133; l. 100′; b. 19′8″; dr. 6′0″; s. 11 k.; cpl. 30; a. 1 30-pdr. P.r., 1 20-pdr. P.r.)

Isaac N. Seymour (also called *Seymour, I. N. Scymour,* and *J. N. Seymour*) was built at Keyport, N.J., in 1860 and was purchased by the Navy at New York from Mr. Schultz 26 October 1861. She was assigned to the North Atlantic Blockading Squadron 20 November and 3 days later was stationed in Hampton Roads. While there she joined three other ships in engaging Confederate steamer *Patrick Henry* and drove her back up stream.

A month later Flag Officer Goldsborough ordered *Isaac N. Seymour* to Hatteras Inlet for impending operations in the sounds of North Carolina. She participated in the combined operations which took Roanoke Island 8 February, and at the end of the action she was commended for being "conspicuously in the foreground throughout the bombardment." One of her powdermen was killed and her chief engineer was seriously wounded in the fight.

The next day *Isaac N. Seymour* steamed up Piankatank River to Elizabeth City, N.C., with Comdr. Rowan's expedition to destroy enemy gunboats and to break up communications between Albemarle Sound and Norfolk, Va. She continued mop-up operations in the sounds until she struck an abandoned anchor in Hatteras Inlet 20 February and sank before she could be run aground.

She was raised, repaired, and returned to service in May. She resumed her former duty and continued to give a good account of herself in the sounds until 24 August when she struck a bank and sank in the Neuse River some 3 miles above New Bern while steaming upstream to cover a landing of troops. A month later she was reported raised and on the ways being readied for service.

Back in fighting trim 23 October, she was ordered to tow schooner *Minnehaha* to Plymouth, N.C., to deliver provisions. Five days later she made the return passage towing damaged steamer *Whitehead* to New Bern for repairs. Similar duty maintaining communications and lines of supply between Navy units in the sounds continued until 12 December when *Isaac N. Seymour* ascended the Neuse River with four other ships to support an Army expedition to destroy railroad bridges and track near Goldsboro, N.C., but the mission was aborted by low water which prevented their advancing more than 15 miles beyond New Bern.

Confederate troops attacked the Union garrison at Washington, N.C., 31 March 1863 establishing a siege which threatened to starve the Northern troops into surrender. *Isaac N. Scymour* departed Plymouth 2 April to play an active role in the naval operations which, despite well-served batteries ashore, brought the beleaguered soldiers food and ammunition. The Southern troops were finally forced to lift the blockade 16 April. Once again the daring and versatility of the Navy had been decisive in holding a hard-pressed position for the North.

Isaac N. Scymour was a part of the task force which started up the James River 11 July to demonstrate against Richmond. The high point of the expedition came 14 July when Rear Admiral S. P. Lee, flying his flag in *Isaac N. Scymour,* occupied Fort Powhatan, the last Confederate defense on the river below Chaffin's and Drewry's Bluff.

Isaac N. Seymour continued to serve in the North Atlantic Blockading Squadron—maintaining Union control of North Carolina's inland waters and supporting Army operations from the James and York Rivers as General Grant supplied and supported by water, relentlessly pressed toward Richmond and victory.

Isaac N. Scymour was detached in March 1865 and decommissioned at Washington 16 May. She was transferred to the Light House Board 20 June which she served as *Tulip* until sold and redocumented *Magnolia* 7 June 1882. *Magnolia* was sold to a foreign owner in 1888.

Isaac Smith

(ScStr: t. 453; l. 171′6″; b. 31′4″; dph. 9′; cpl. 56; a. 1 30-pdr. P.r., 8 8-inch D.sb.)

Isaac Smith, built in 1851 at Nyack, N.J., as *Isaac P. Smith,* was purchased at New York from E. J. Hamilton 9 September 1861. On 16 October she was assigned to the South Atlantic Blockading Squadron in time to join Flag Officer S. F. Du Pont's assault against Port Royal, S.C. An intense hurricane occurred during the voyage south compelling the ship to jettison her guns. Nevertheless, she gallantly ignored her own distress and attempted to assist Marine Corps transport, *Governor,* which foundered off Cape Hatteras.

During a reconnaissance in force on 4 and 5 November, she engaged and repelled three attacking Confederate steamers and silenced batteries at Hilton Head and Bay Point, S.C. Two days later she towed sailing sloop *Vandalia* into action during the landings which wrested Port Royal from Confederate hands providing the Union a splendid base for the fleet and combined operations that steadily destroyed the Confederacy.

Isaac Smith participated in operations against the coast of South Carolina until 21 January 1862 when she sailed to join the expedition to Savannah, Ga., led by Captain C. H. Davis, USN, and Brig. Gen. H. G. Wright of the Army. This operation was primarily a diversionary effort to cover up a projected attack on Fernandina, Fla.; but it also provided valuable information about Confederate defenses of the water approaches to Savannah, and it interrupted communications between Fort Pulaski and Savannah.

During the latter half of March and all of April, *Isaac Smith* was active in the vicinity of St. Augustine, Fla. She took possession of the post office there 18 March and two days later mounted a gun upon the ramparts of Fort Marion in a position to command the main road to the city. Her boats captured blockade runner *British Empire* 3 April.

Isaac Smith stood out of St. Augustine and entered St. John's River 4 May to begin a period of 3 months' service in the vicinity of Jacksonville, Fla. Her presence there helped tighten the blockade, provided sanctuary for refugees, drew Southern troops away from more active fronts, and facilitated Union intelligence activity.

In need of repair, *Isaac Smith* sailed for New York 10 August for "beaching, breeming, and improvements" which kept her away from her squadron until 11 October. Then Rear Admiral Du Pont ordered her to the Stono River where she served until 30 January 1863. That day she was caught in a cross fire from masked shore batteries. Disabled by accurate fire and with her deck covered with wounded men, her captain surrendered the ship rather than risk their lives. Eight men were dead and 17 were wounded.

Isaac Smith served the Confederate Navy in Charleston waters under the name *Stono* until she was wrecked on the breakwater near Fort Moultrie, S.C., while attempting to run the blockade with a load of cotton 5 June 1863. (*q.v.* "Confederate Appendix", *DANFS* II, 569.) No data on salvage operations for *Stono* has been found, but the *Official Records of the Union and Confederate Navies in the War of the Rebellion* state that she was "burned by the Confederates at the evacuation of Charleston in 1865."

Isabel

A former name retained.

(PY–10; t. 710; l. 245'3"; b. 27'9"; dr. 8'6"; s. 26 k.; a. 4 3")

Isabel, a yacht, built in 1917 by Bath Iron Works, Bath Maine, was acquired before completion by the Navy from her owner, automobile manufacturer John North Willys of Toledo, Ohio; converted to Navy use as a destroyer; and commissioned 28 December 1917, Lt. Comdr. Harry E. Shoemaker in command.

Isabel sailed 28 January 1918 for France via Bermuda and the Azores. While performing coastal convoy duty, she fought German submarines on four occasions. On 18 March she joined *Reid* in an attack on a submarine, and the two ships were credited with sinking her. However, evidence later gathered indicated that the submarine probably escaped.

Lt. Comdr. Harry E. Shoemaker received the Navy Cross "for distinguished service . . . as commanding officer of . . . *Isabel*, engaged in the important, exacting and hazardous duty of transporting and escorting troops and supplies through waters infested with enemy submarines and mines." He was relieved by Lt. Lewis W. Comstock 24 July.

Isabel continued protecting convoys carrying troops and supplies to France until the end of the war. Arriving Boston 2 January 1919, *Isabel* was assigned to recruiting duty for the Navy, sailing up the Mississippi River 14 May 1919 and stopping at various cities along the way to St. Louis. Returning to New Orleans 20 August, she was soon underway for Rockaway Beach, Long Island, for duty as a tender for the famous flying boats of the NC–4 Flotilla. Reporting 18 September, she cruised the Atlantic Coast with the aircraft from Maine to Florida before returning to Rockaway Beach 4 January 1920. *Isabel* decommissioned at Philadelphia 30 April 1920.

Recommissioning at Philadelphia 18 July 1921, *Isabel* sailed for the Far East 21 August 1921 to join the famous Yangtze Patrol. Transiting the Panama Canal she arrived Hong Kong 7 November. During the tumultous years that followed in China, *Isabel* served as a member of the patrol and as its flagship, charged with protecting American commerce from pirates and American nationals from the dangers of constant civil war. Based at Shanghai, *Isabel* spent the low water period on the river at Hankow, returning to the coast in the summer. She and the other small gunboats of the Navy in China performed the arduous task of protecting American interests during numerous incidents and threats to American nationals. On many occasions the ship came under fire, as in October 1926 when she was caught between the rifle fire of opposing Chinese armies on the Yangtze. *Isabel* also took part in the Nanking affair, when shelling and threats of force procured the release of a large group of American and British prisoners held by the nationalists in the city. She patrolled the 1,700 miles of dangerous river until 1928, when she joined the Asiatic Fleet.

Isabel spent the 1930's with the Asiatic Fleet in the Philippines and China, much of the time as flagship at Manila. In December 1941, as the threat of war grew ever larger, the small ship was readied for action and sent out on orders from President Roosevelt to make a reconnaissance of the coast of Indo China. She was ordered to return to Manila 5 December, and was nearing that port when the Japanese attacked Pearl Harbor two days later.

Admiral Hart sent this ominous message early on 8 December to the far-flung units of the Asiatic Fleet: "Japan started hostilities. Govern yourselves accordingly." Japanese planes raided Clark Field that day and Manila 10 December. At Cavite Navy Yard eight bombs, all duds, ringed *Isabel*'s fantail; she brought down one of the attackers.

For the next month *Isabel* operated as an antisubmarine escort for convoys in the East Indies, as the Allies tried desperately to stem the tide of Japanese conquest. She underwent air raids at Batavia, Palembang, and Tjilatap, escaping from several ports only days ahead of the invasion forces. On the way back from convoy assignment 7 February 1942, *Isabel* was sent to rescue survivors from Dutch merchantman *Van Cloon* near Surabaya. As she picked up survivors from the torpedoed vessel, the enemy submarine surfaced nearby. *Isabel* quickly drove the sub down with gunfire, and assisted a patrolling Catalina in dropping depth charges to drive it from the area.

The Battle of the Java Sea in late February saw outnumbered Allied naval units fail in their gallant actions to stop the invasion of Java which resulted in Japanese control of the Malay barrier.

Isabel arrived in Austrialia 7 March 1942 after seeing *Asheville* sunk in numerous air raids south of Java. Based at Fremantle, she took up new duties as escort and training ship for the submarines which now made that Australian port their base. She helped keep allied submarines in top tactical shape, and thus contributed to the mighty toll taken by them on Japanese shipping and warships. *Isabel* remained on this duty until 27 August 1945, when she sailed eastward, stopping at various Pacific islands and arriving San Francisco 26 October 1945. The gallant ship, her long career in two wars ended, decommissioned 11 February 1946 and was sold for scrapping 25 March 1946.

Isabel received one battle star for World War II service.

Isabela

Merchant name retained.

(Str. dp. 7,050 (n.); l. 347'8"; b. 46'9"; dr. 20'6"; s. 10 k.; cpl. 62; s. 1 5", 1 3")

Isabela was a freighter launched in 1911 by Newport News Shipbuilding & Drydock Co., Newport News, Va.; transferred to the Navy from USSB 9 April 1918; and commissioned 12 April 1918, Lt. Comdr. A. H. Strumm, USNRF, in command.

Assigned to NOTS, *Isabela* loaded cargo at New York and Halifax and sailed for France 27 April 1918. She arrived at Brest 13 May with supplies which were vitally needed for the final Allied offensive. *Isabela* made a total of three voyages to France prior to the signing of the Armistice 11 November 1918.

After an overhaul at Brooklyn Navy Yard, *Isabela* departed for her final cruise to Europe 23 November. She arrived at LeHavre, France 8 December, and visited Plymouth, England, in early January 1919. Upon her return passage from Plymouth, which began 7 January, she picked up a crew from an unseaworthy schooner and transported them to safety. *Isabela* arrived Baltimore 27 January, decommissioned 14 February 1919, and was returned to USSB for return to her owner the New York and Porto Rico S.S. Co.

USS *Isabel* (PY–10), Flagship of the Yangtze River Patrol, China, in 1921

Isanti

A former name retained.

(Str: dp. 12,000; l. 423'9"; b. 54'; dr. 24'2"; s. 11 k.; cpl. 70)

Isanti (No. 3423) was launched by Western Pipe & Steel Co., San Francisco, Calif., 2 June 1918. She was transferred to the Navy from New York & Puerto Rico S.S. Co., and commissioned 30 September 1918 at San Francisco, Lt. Comdr. J. K. Koughan, USNRF, in command.

Assigned to NOTS, *Isanti* immediately began loading cargo for transport to Europe. She departed San Pedro 10 October and arrived New York via Panama Canal 3 November. After loading more supplies, she sailed for France 22 November, arriving Cherbourg early in December to discharge the vital cargo. Her supply activity took her to various French ports. She returned to the United States 15 February 1919 and decommissioned 24 February. *Isanti* was transferred to USSB the same day for return to her owner. She operated under USSB until abandoned in 1930.

Isbell, Arnold J., see *Arnold J. Isbell* (DD–869)

Isherwood

Benjamin F. Isherwood was born in New York City 6 October 1822, and was appointed First Assistant Engineer in the Navy 23 May 1844. During the Mexican War, he served in *Princeton* and later was senior engineer of *Spitfire*. While on a cruise of more than 3 years on the Asiatic Station, Isherwood served as Chief Engineer of the steam frigate *San Jacinto*. Shortly after the outbreak of the Civil War, he was appointed Engineer-in-Chief of the Navy, and so important were his services considered that the Bureau of Steam Engineering was created under his direction. He was a pioneer in the production of fast cruisers, producing this class against strong opposition. Following a tour of European dockyards, he became president of the Experimental Board under the Bureau of Steam Engineering until his retirement 6 October 1884. He died in New York City 19 June 1915.

I

(DD–284: dp. 1,190; l. 314'5"; b. 31'8"; dr. 9'3"; s. 35 k.; cpl. 120; a. 4 4", 2 3", 12 21" tt., cl. *Clemson*)

Isherwood (DD–284) was launched 10 September 1919 by the Bethlehem Shipbuilding Corp., Squantum, Mass.; sponsored by Mrs. R. C. Walling; and commissioned 4 December 1919 at the Boston Navy Yard, Lt. Comdr. W. D. Brereton in command.

As a unit of the 43d Division, 1st Squadron, Destroyer Force, Atlantic Fleet, *Isherwood* conducted shakedown out of Boston until 26 January 1920 when she sailed for Cuba via Newport. Arriving Guantanamo Bay 3 February she remained there engaging in target practice and drills until departing 26 April, escorting *Pennsylvania* to receive the Secretary of the Navy at Lynnhaven Roads, Va. Following this assignment, *Isherwood* proceeded to Mexico for patrol duty on the Mexican coast until 21 June when she arrived Boston for repairs. She sailed 21 October for Charleston to join the Destroyers in Reserve.

Isherwood stayed in reserve status until 10 May 1921 when, with 50 percent complement, she sailed to the Boston Navy Yard, where she joined the Destroyer Force. Operating with reduced complement, she transported Naval Reservists between Boston and Newport and engaged in target practice until 4 August. Following repairs at the Boston Navy Yard (13 March–8 May 1922), *Isherwood* joined Destroyer Squadron 9 at Philadelphia and proceeded to Yorktown, Va., for exercises with the Fleet. She maneuvered in the area until 3 January 1923 when she rendezvoused with the Scouting Fleet Destroyers for training in the Caribbean; at Beaufort, N.C.; and at Baltimore, Md. She continued her readiness operations in the Caribbean until 28 March 1925.

On 7 May 1925, *Isherwood* arrived Boston for a Naval Reserve cruise from Maine to the District of Columbia. She rejoined her squadron at Newport 31 August, and arrived Guantanamo 24 September for maneuvers in the Caribbean. Having completed exercises with the Fleet, *Isherwood* arrived Portsmouth, Va., 13 April, and departed 12 June for France via Newport and the Azores. *Isherwood* arrived St. Nazaire 29 June; she then conducted a good will cruise to various British and Mediterranean ports.

After her arrival in Boston 15 July 1927, *Isherwood* resumed her schedule of reservist training cruises and fleet maneuvers in the Caribbean until June 1929.

From Jacksonville, Fla., she received Naval Reservists for a summer cruise (Maine to Massachusetts) 29 June, and following their disembarkation 20 July, she underwent repairs at Newport and overhaul at Norfolk. *Kalmia* towed her from Norfolk to the Philadelphia Navy Yard 26 August, and she decommissioned there 1 May 1930. She was sold 17 January 1931, and scrapped in 1934 by her purchasers.

II

(DD–520: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 37 k.; cpl. 273; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

The second *Isherwood* (DD–520) was launched by Bethlehem Shipbuilding Co., Staten Island, N.Y., 24 November 1942; sponsored by Mrs. A. J. Kerwin, granddaughter of Rear Admiral Isherwood; and commissioned 12 April 1943 at New York Navy Yard, Comdr. R. E. Gadrow in command.

The new destroyer conducted her shakedown training in Casco Bay, Maine, and off Guantanamo Bay, Cuba, through April and May. During the next 2 months she operated with a patrol and escort group out of Argentia, Newfoundland, and on 5 August 1943 departed for England with troop ship *Queen Mary*. *Isherwood* arrived Scapa Flow 19 August to carry out combined operations with the British Home Fleet, including a search toward Spitzbergen for German battleship *Tirpitz*. Sailing 14 September, the destroyer returned to Boston with a convoy 29 September 1943.

Isherwood was subsequently reassigned to the Pacific, sailing from Boston 14 November for San Francisco. From there she steamed to Pearl Harbor and sailed 11 December to join Task Force 94 in the Aleutians. For the next eight months, *Isherwood* carried out antisubmarine sweeps of the cold Alaskan waters. In June she took part in bombardments of the Kurile Islands, finally arriving San Francisco for repairs 15 August 1944.

Isherwood sailed for Pearl Harbor 26 August 1944 to take part in the long-awaited invasion of the Philippines, scheduled for October. She arrived Manus 4 October and steamed into Leyte Gulf with the assault force 20 October, carrying out escort and patrol duties during the first days of the operation. She also provided gunfire support and night illumination fire. *Isherwood* remained in the assault area during the giant four-part Battle for Leyte Gulf 23–26 October, in which the Japanese surface fleet was all but annihilated. During November the ship escorted convoys from advance bases to the Philippines in support of the buildup there.

The next major invasion of the Philippines campaign was to be at Lingayen Gulf. *Isherwood* joined Vice Admiral Wilkinson's Lingayen Attack Force at Manus, sailing 27 December. During the voyage through the islands from Leyte to Lingayen, the transport groups and carrier task groups were attacked incessantly by kamikazes, but even these desperate attacks could not stop the invasion. *Isherwood* shot down at least one suicide plane and assisted in splashing others before arriving the assault area 9 January 1945. She screened a landing craft group during the landing, sailing for Leyte with a returning group 11 January. During the last days of the month, specifically 29 and 30 January, the ship returned to Luzon to support the unopposed landings at San Antonio and Subic Bay, as ground units moved on Manila. *Isherwood* remained in the Philippines providing antisubmarine protection and patrolling until mid-March.

The veteran ship sailed for the Okinawa operation 21 March 1945; and, after her arrival 5 days later, took part in the landings on Kerama Retto preparatory to the main Okinawa assault. Troops from the main task force stormed ashore 1 April in the biggest amphibious operation of the Pacific war, and 2 days later *Isherwood* moved to a position off the beaches for fire support missions. This continued until 16 April, when the ship was sent to aid stricken destroyers *Pringle* and *Laffey* off Ie Shima. That afternoon she took over *Laffey*'s duties as fighter director ship on picket station.

The days that followed found *Isherwood* in numerous heavy air raids, as the Japanese made a desperate attempt to drive off the invasion fleet with suicide planes. While on station 22 April a kamikaze made a dusk attack on the destroyer and crashed No. 3 gun mount. Many fires were started, but all were quickly extinguished except the one in the depth charge rack aft. After 25 minutes of dangerous fire-fighting, the charge exploded, causing great damage in the after engine room. The gallant ship arrived Kerama Retto with over 80 men killed, wounded, or missing.

Isherwood arrived Ulithi for repairs 9 May 1945 and steamed into San Francisco Bay 3 June. She finished her overhaul just as the Pacific war ended; and, after training exercises, sailed 3 October for New York. After taking part in the Navy Day Presidential Review, the ship steamed to Charleston, where she decommissioned 1 February 1946 and was placed in the Atlantic Reserve Fleet.

Isherwood recommissioned at Charleston 5 April 1951, and after shakedown and training in the Caribbean steamed into Newport, her new home port, 6 August. Plane guard duty off Jacksonville and operations in Narragansett Bay occupied her through the end of 1951. She then sailed for a cruise with the 6th Fleet in the Mediterranean, departing 22 April 1952, and, for the next 6 months, visited various ports supporting the important peace-keeping operations of the fleet. She returned to her home port 17 October 1952.

Isherwood made another 6th Fleet cruise 22 April–26 October 1953, after which she took part in maneuvers and plane guard duty off the East Coast. In June 1954 the ship underwent refresher training out of Guantanamo Bay, and sailed from Newport 30 November 1954 to join the Pacific Fleet.

The veteran ship arrived San Diego via the Panama Canal 15 December 1954, and got underway for the Far East 4 January 1955. During this cruise she operated mainly in the Philippines, with a period on Taiwan Patrol in April and May 1955. Her part in these important 7th Fleet operations ended in June and she arrived San Diego the 19th for additional training and readiness steaming. 1956, however, brought *Isherwood* back to these troubled waters, as she spent the period January–July on operations off Taiwan, Malaya, and Japan.

The destroyer returned to the Far East in 1957 and again in 1958. During the latter cruise she steamed off Taiwan during the tense Quemoy-Matsu crisis, when American forces afloat helped prevent a flareup between Nationalist and Communist Chinese. The ship returned to her home port 7 December 1958, and spent the first 6 months of 1959 on maneuvers and training exercises. *Isherwood* then sailed for her fifth 7th Fleet cruise 1 August 1959. During the next months she operated with carrier *Lexington* in the South China Sea, helping to limit the fighting in Laos and lending strength to United Nations efforts to find a solution. After additional flight operations and fleet exercises, the ship sailed for San Diego 29 November 1959.

In 1960 *Isherwood* took part in training operations, including a summer NROTC midshipmen training cruise, until sailing again for 7th Fleet duty 18 October. She served on Taiwan Patrol and took part in an amphibious

exercise on Okinawa before arriving San Diego 27 March 1961.

Isherwood engaged in training off California until decommissioning 11 September 1961. She was loaned to Peru 8 October 1961, where she serves the Peruvian Navy as *Guise* (DD–72).

Isherwood received five battle stars for World War II service.

Isilda

(Sch: dr. 8'; a. 1 24-pdr.)

Isilda, sometimes spelled *Ezilda*, was a Confederate blockade running schooner, claiming to be English, which sailed from Havana 26 September 1861, cleared for Matamoros, Mexico. She was captured and claimed as a prize by *South Carolina* 4 or 5 miles off Timbalier Light, La., 30 September. *Isilda* was fitted out as a tender and joined the Gulf Blockading Squadron to be assigned to *South Carolina* 1 November. For a short time she was on duty off the Mississippi Delta, but her most distinguished service was performed off the west coast of Florida.

Isilda fired a shot across the bow of an unidentified ship standing in for shore off Cedar Keys, Fla., 24 April 1862. When the vessel refused to heave to, *Isilda* gave chase until the runner slipped into shoal water and ran hard aground. Two days later as an armed launch from *Isilda* was pulling toward the schooner, a column of black smoke rose from the stern of the blockade runner and she blew up with a loud report. The plucky little tender scored again 10 June when she surprised steamer *Havana* in Deadman's Bay, Fla., and forced her crew to put her to the torch to prevent capture. On 24 March 1863, with *Wanderer*, she chased *Ranger*, enabling *Ft. Henry* to take the sloop off Crystal River, Fla., with her cargo—so badly needed by the South—of salt, dry-goods, and gunpowder. This steady toll taken on Confederate shipping by *Isilda* and her fellow blockaders slowly but surely strangled the Southern economy and sapped the Confederacy's ability to wage war.

But her faithful service in the blockade was costly to the diligent little ship. In April 1863, after participating in an expedition which scoured the west coast of Florida from the mouth of the Suwanee River to the Anclote Keys, *Isilda* showed signs of serious wear and tear. She remained on station off Cedar Keys until 11 June when she finally sailed to Key West for repairs. There, when a survey found her too badly battered for economical repair, she was condemned, stripped, and sold at public auction.

Isis

A former name retained. Isis was an Egyptian goddess who originated the arts and agriculture and symbolized fertility.

(ScStr: dp. 555; l. 199'; b. 24'9"; dr. 11'8"; s. 15 k.; cpl. 71)

Isis, a coastal survey ship, was launched 1902 at Newburgh, taken over by the Navy 24 September 1917 from the Coast and Geodetic Survey; commissioned 4 October 1917, Lt. Gilbert T. Rude in command.

After a minor overhaul, *Isis* commenced duty as flagship for Commander of Squadron 2 Cruiser Force, 13 November 1917, at Staten Island, N.Y. She served in that capacity until 14 June 1918, and remained in the New York area until December when she arrived at Norfolk. Following operations at Norfolk, she decommissioned there 30 April 1919 and was returned to the Coast and Geodetic Survey.

Isla de Cuba

Former name retained.

(Gbt: dp. 950; l. 197'; b. 30'; dr. 10'7"; s. 13 k.; cpl. 137; a. 4 4", 3 tt.)

Isla de Cuba was built in 1886 for the Spanish Navy by Sir W. G. Armstrong, Newcastle upon Tyne, England; captured in the Philippines by the U.S. Navy in 1898 during the Spanish War; and commissioned 11 April 1900 at Hong Kong, China, Lt. J. N. Jordan in command.

Following extensive repairs and shakedown out of Hong Kong, *Isla de Cuba* was assigned to the Asiatic Station where she served in several capacities during the revolutionary unrest in the Philippines following the war. As a supply ship and patrol boat she cruised the Philippine Islands. At Ormoc, Leyte, 17 November to 8 December 1900, she sent a battalion ashore to hold the town while the army garrison leader was away on an expedition against the insurgents. In 1901 she made a survey of Ormoc anchorage and Parasan Harbor; and in March and April as a unit of the Southern Squadron, she rendered distinguished service in cutting off the enemy's supplies in Samar; in helping to capture Lukban, the insurgent leader in Samar; in contributing to the general defeat of the insurgents; and in maintaining the close blockade of the island—all of which contributed to the final declaration of an armistice.

Isla de Cuba ended her service with the Asiatic Station when she departed Cebu for the United States on 4 March 1904. Decommissioning 9 June at Portsmouth, N.H., she remained there undergoing repairs until 21 March 1907 when she was loaned to the Naval Militia of Maryland for use as a school ship. She was sold at Charleston, S.C., to the Republic of Venezuela 2 April 1912. Renamed *Mariscal Suere*, she served Venezuela until she was scrapped in 1940.

Isla de Luzon

Former name retained.

(Gbt: dp. 1,020; l. 195'; b. 30'; dr. 11'4¾"; cpl. 137; a. 4 4", 3 tt.)

Isla de Luzon was launched in 1887 by Sir W. G. Armstrong, Newcastle-on-Tyne, England, for the Spanish Navy. A captured prize of the Spanish-American War she commissioned in the United States Navy 31 January 1900, Comdr. J. V. B. Bleecker in command.

Operating out of Zamboanga, Philippine Islands, *Isla de Luzon* supported naval and land operations against Philippine insurgents. She was a unit of the Southern Squadron that cut off the enemy supplies on Samar; assisted in the capture of Lukban, the insurgent leader in Samar, and the close blockade of the island, all of which contributed to final declaration of Armistice.

Isla de Luzon was detached from the Asiatic Station 15 August 1902 when she departed Cavite for home. Following long custom, when she visited Muscat's picturesque harbor, members of her crew painted "Isla de Luzon" on the steep entrance cliff. In recent years this has been periodically refurbished by visiting ships of the U.S. Middle East Force Command. After transiting the Suez Canal and touching ports of the Mediterranean, she returned to Pensacola, Fla., 16 March 1903. She was attached to the Pensacola Navy Yard until 6 December when she was assigned duty with the Louisiana Navy Militia, and, subsequently, with the Illinois Naval Militia on the Great Lakes.

At the beginning of World War I, *Isla de Luzon* was stationed at Chicago, as a training ship on the Great Lakes. She remained until 30 September 1918 when she arrived at Narragansett Bay for assignment to the Naval Torpedo Station for duty with the Seamen Gunner's Class. Following the installation of torpedo tubes, she was on range in the Bay from 13 November 1918 until 13 December 1918.

Isla de Luzon decommissioned 15 February 1919 and was designated as yard craft of the Naval Torpedo Station, Newport, R.I., until her name was struck from the Navy List 23 July 1919. She was sold 10 March 1920 to the Bahama & West Indies Trading Co., New York, N.Y., and renamed *Reviver*.

USS *Isla de Cuba*, Gunboat from 1900 to 1912

Island Belle

(SwStr: t. 123; l. 100′; b. 20′4″; dph. 6′7″; a. 1 32-pdr., 1 12-pdr. rifle)

Island Belle was purchased at New York from Luther Adams 4 September 1861. She fitted out at Washington Navy Yard and sailed 17 September to join the Potomac Flotilla. She served in the Potomac as a tug and a dispatch boat occasionally exchanging fire with batteries and riflemen on the Virginia shore. She sailed to Hampton Roads, Va., 19 March 1862 escorting transports carrying troops to Fort Monroe in preparation for the Peninsular campaign against Richmond. She returned to Washington as soon as the soldiers were disembarked and again got underway for Hampton Roads escorting a second division of transports 23 March.

Island Belle devoted most of April and May to reconnaissance work, searching the Virginia rivers between Washington and Richmond for information valuable to either the Army or the Navy.

Island Belle was transferred to the North Atlantic Blockading Squadron 22 May. Two days later Flag Officer Goldborough assigned her to duty in the James River where the Navy was valiantly supporting the left flank of General McClellan's mighty force as it advanced up the peninsula toward Richmond. She steamed up the James 25 May, carefully observing the river banks to detect any signs of Confederate military activity. When she joined Commander William Smith, the senior Naval officer on the James, he used *Island Belle* in a wide variety of ways. He sent her on reconnaissance missions to learn about enemy defenses in the Chickahominy River and other tributaries of the James; he entrusted her with his messages to General McClellan and to the other ships of his command; he used her to carry coal to the hungry furnaces of his steamships; and he kept her on call to help refloat ships which often ran aground in the tricky and everchanging currents of the river.

On 26 June *Island Belle* steamed up the shallow Appomattox River in an attempt to destroy the railroad bridge at Petersburg. The next day she ran hard aground. After strenuous efforts failed to refloat her, *Island Belle* was burned 28 June 1862 to prevent her falling into Confederate hands.

Islander, see *YP–327*

Isle of Surry

A former name retained.

(SP–1860: t. 38; l. 60′; b. 17′6″; dr. 6′; s. 10 k.)

Isle of Surry (SP–1860), a wooden freight boat, was built in 1911 at Crittenden, Va.; acquired by the Navy 18 September 1917 from C. W. Warren of Smithfield, Va. Her first commanding officer was Boatswain Hoffman.

Isle of Surry was ideally suited for small freight service in the Hampton Roads area, and carried out this service all during her career. In addition to carrying supplies to varied activities around Norfolk, the motor boat operated on the upper Chesapeake Bay as far north as Baltimore. She decommissioned 31 January 1919 at Norfolk and was returned to her owner.

Isle Royale

A National Park in Michigan.

(AD–29: dp. 8,165 lt.; l. 492′; b. 69′6″; dr. 27′3″; s. 19 k.; cpl. 977; a. 1 5″, 4 3″; cl. *Shenandoah*)

Isle Royale (AD–29) was launched by Todd Pacific Shipyards, Inc., Seattle, Wash., 19 September 1945; sponsored by Mrs. Greer A. Duncan; and delivered to the Navy 2 July 1946 for layup in the San Diego Reserve Fleet.

During her period of inactivation, *Isle Royale* served as headquarters ship for the San Diego Subgroup, Pacific Reserve Fleet. She was designated to replace *Hamul* in the active fleet, and commissioned at Long Beach 9 June 1962, taking *Hamul*'s officers and men as that ship decommissioned. After shakedown *Isle Royale* moved to Long Beach to begin her services to Pacific Fleet destroyers, supplying them with parts and vital repair facilities.

The tender sailed for Pearl Harbor 8 February 1963 and for the next seven months served the destroyers roaming the Pacific on their vital peace-keeping mission. She returned to Long Beach from this deployment 11 September 1963, and conducted training operations in California waters until June 1964. The ship then got underway again for Pearl Harbor, where she operated until 30 October. She returned to Long Beach 5 November where she operated until departing 3 August 1965 for a scheduled 6-month mid-Pacific cruise. However, upon arriving Pearl Harbor, she received orders to proceed on to the Philippines where she tended ships of the 7th Fleet fighting in Vietnam.

Isle Royale returned to Long Beach 5 March 1966 and operated along the West Coast until sailing again for the Far East 16 September. She remained in the Orient operating primarily out of Subic Bay tending the destroyers of the 7th Fleet until her return to Long Beach 12 April 1967. Thereafter *Isle Royale* operated in waters off southern California preparing for future action.

Isom, William, see *William Isom*

Isonomia

(SwStr: t. 593; l. 212′; b. 30′; dph. 9′; s. 12 k.; a. 1 3-pdr. P.r., 2 24-pdr. how.)

Isonomia, formerly *Shamrock,* was purchased at New York from Charles S. Leary 16 July 1864. She commissioned at New York Navy Yard 16 August, Lt. Comdr. E. Simpson in command. *Isonomia* sailed for Beaufort, N.C., 19 August and arrived there 23 August to join the North Atlantic Blockading Squadron. She served off New Inlet, N.C., until ordered to Key West 18 September with special instructions to cruise in the vicinity of Nassau and the Bahama Banks. But at Key West she was found unready for sea service and stationed at West Pass, Fla., where she operated until 15 November when she returned to Key West to prepare for cruising in Bahama waters. At the end of January 1865 *Isonomia* was returned to coastal blockade duty off western Florida and continued this duty until the end of the war. She captured British bark *George Douthwaite* attempting to slip into the Warrior River with a cargo of sugar, rum, wool, ginger, and mahogany from Jamaica. Towing *Somerset,* she sailed for New York 9 June 1865 where she decommissioned 28 June 1865 and was sold at public auction to Tabor & Co., 12 July 1865.

Israel

Joseph Israel entered the Navy as Midshipman 15 January 1801. He served in *Maryland* during the quasi-war with France and in *Chesapeake, New York,* and *Constitution* during operation in the Mediterranean against the Barbari pirates. Midshipman Israel was killed 4 September 1804 when ketch *Intrepid* exploded in the harbor of Tripoli during the valiant night effort to destroy the enemy shipping led by Lt. Somers. A monument to the memory of Israel and his fellow officers and men stands on the grounds of the Naval Academy at Annapolis.

(DD–98: dp. 1,060; l. 314′5″; b. 21′9″; dr. 8′6″; s. 35 k.; cpl. 113; a. 4 4″, 2 1-pdrs., 12 21″ tt.)

Israel was launched 22 June 1918 by the Fore River Shipbuilding Corp., Quincy, Mass.; sponsored by Miss Dorothy Brown; and commissioned 13 September 1918, Lt. Comdr. George N. Barker in command.

Following shakedown out of Boston, *Israel* rendezvoused with *South Carolina* at Newport 24 September 1918, and performed escort duty on the East Coast as a unit of the Destroyer Force, Atlantic Fleet. She departed New York 13 October with a convoy, and arrived at

USS *Isle Royale* (AD–29) at Pearl Harbor 10 May 1963

Gibraltar 6 November, via the Azores and Port Leixoes, Portugal. Having escorted the Brazilian Detachment to Gibraltar Harbor 9 November, *Israel* arrived Venice 18 November and joined the Eastern Mediterranean Forces. She operated out of Venice and Spalato as a station ship transporting supplies and personnel until 12 July 1919 when she departed Villefranche, France, via Gibraltar and the Azores, arriving Boston 24 July.

While undergoing overhaul at the Portsmouth Navy Yard, *Israel* was fitted out as a light minelayer and her classification changed 17 July 1920 to DM–3.

Sailing from Portsmouth, N.H., 4 March 1921, *Israel* cruised along the East Coast until 5 July when she joined Mine Squadron 1, Atlantic Fleet, at Gloucester, Mass. During the remainder of the year she engaged in mining practice and exercises on the East Coast; and from January to April 1922, participated in important fleet exercises based at Guantanamo Bay and Culebra, Puerto Rico.

Israel arrived Philadelphia 15 May 1922 and decommissioned there 7 July. Remaining inactive during the following years, she was reduced to a hulk in 1936 in accordance with the London Treaty. Her name was struck from the Navy List 25 January 1937, and she was sold to the Union Shipbuilding Co., Baltimore, Md., 18 April 1939.

Itara

An old Indian village in northern Florida.

(YTB–391: dp. 237; l. 100′; b. 25′; dr. 9′7″; s. 12 k.)

Itara (YTB–391), originally classified YT–391, was launched by Consolidated Shipbuilding Co., Morris Heights, N.Y., as YTB–391, 9 September 1944; and placed in service 30 December 1944.

Assigned to the 5th Naval District at Norfolk, *Itara* served as a harbor tug at the Navy's giant Hampton Roads base throughout the war. After 1945 she continued on duty at Norfolk, one of the hundreds of yard craft necessary to the smooth functioning of the Navy in the cold war. She was reclassified YTM–391 on 1 February 1962. *Itara* continued to serve at Norfolk through 1966 into 1967.

Itasca

Former names retained.

I

(ScStr: t. 507; l. 158′; b. 28′; dph. 12′; cpl. 70; a. 2 32-pdrs., 1 10″ D. sb., 1 20-pdr. P.r.)

The first *Itasca* was a wooden screw steamer launched by Hillman & Streaker at Philadelphia 1 October 1861; and commissioned there 28 November 1861, Lt. C. H. B. Caldwell in command.

Assigned to the Gulf Blockading Squadron, *Itasca* promptly began to establish a distinguished record. She captured schooner *Lizzie Weston* loaded with cotton bound for Jamaica 19 January 1862. A month later she assisted *Brooklyn* in capturing Confederate steamer *Magnolia* loaded with cotton and carrying several secret letters containing valuable intelligence concerning Confederate plans to import arms and to assist side-wheel, blockade runner *Tennessee* to escape through the blockade.

When the Gulf Blockading Squadron was split 20 January 1862, *Itasca* was assigned to the Western Squadron under Flag Officer Farragut, who stationed her briefly at Mobile and then called her to the mouth of the Mississippi River 4 March 1862 for service in the impending operations against New Orleans and the Mississippi Valley. This formed one prong of the gigantic pincer movement that was destined to cut the Confederacy in two, assuring its defeat. *Itasca* joined the fleet below Forts St. Philip and Jackson 19 April and promptly added her guns to the bombardment. The next day, accompanied by *Kinco* and *Pinola*, she boldly steamed up close to the forts to break the boom which prevented Farragut's ships from sailing up the river to attack New Orleans. Four days later the Union Squadron dashed through the passage to take the South's largest and most highly industrialized city. *Itasca*, in the dangerous rear of the movement, was caught in "a storm of iron hail . . . over and around us from both forts" and disabled by a 42-pound shot which made a large hole in her boiler. Before she could drift down the river out of range, the gallant gunboat received fourteen hits.

After the fall of New Orleans, *Itasca* served in the Mississippi River for the remainder of the year successfully fulfilling a wide variety of duties. On one occasion she saved Admiral Farragut from grave danger when *Hartford* ran hard aground below Vicksburg 14 May 1862. *Itasca*, deep in hostile territory, worked hastily, refloating her 3 days later.

Early in 1863, *Itasca* was ordered to blockade duty off Galveston, Tex., where she arrived 31 January. While in Texas waters, *Itasca* took two prizes: *Miriam*, loaded with cotton, 17 June; and *Sea Drift*, containing a cargo of war materiel and drugs, 22 June. On 30 June urgent need for repairs caused her to be dispatched to New Orleans, and she sailed from that port for the North 15 August, arriving Philadelphia for overhaul 26 August.

Itasca departed Philadelphia 26 December and arrived at New Orleans on the last day of 1863. Five days later she was ordered to blockade duty off Mobile Bay, where she was stationed until Admiral Farragut closed the last great gulf port opened to the South 5 August 1864. During historic battle of Mobile Bay, after dashing past the forts as part of Farragut's formation, *Itasca* engaged and captured Confederate gunboat *Selma*.

After returning to the Texas coast, she took English schooner *Carrier Mair* off Pass Cavallo, Tex., 30 November; and she chased on shore and destroyed sloop *Mary Ann*.

Itasca remained on duty in the Gulf of Mexico until sailing from Pensacola for Philadelphia 5 August 1865. She decommissioned 22 August and was sold at New York 30 November 1865. She was documented as *Aurora* 23 August 1866 and sold abroad the following year.

II

(SP–810: t. 42; l. 75′; b. 15′; dr. 4′6″; s. 12½ k.; cpl. 11; a. 2 1-pdrs., 1 mg.)

The second *Itasca*, a wooden motor boat built in 1908 by Stamford Motor Construction Co., Stamford, Conn., was taken over by the Navy from Mr. Henry Henke at Norfolk, Va., 10 August 1917; and commissioned 8 days later, Chief Machinist Mate R. P. Comstock in command.

Itasca served as a hospital boat in waters near Norfolk until 26 February 1919 when she was returned to her owner.

Itasca II

A former name retained.

(SP–803; t. 58; l. 99′9″; b. 16′7″; dr. 4′9″; s. 10 k.; cpl. 10; a. 1 6-pdr., 1 1-pdr., 2 mg.)

Itasca II (SP–803), a motor boat, was built by Hudson Yacht & Boat Building Co., Nyack, N.Y., in 1911; acquired by the Navy 29 May 1918 under free lease agreement; and commissioned 13 July.

Assigned to the 3d Naval District, *Itasca II* operated out of New York on section and harbor patrol for the next 8 months. The motor boat decommissioned 6 February 1919 and was returned to her owner, E. B. Hawkins, Duluth, Minn.

Itty E.

A former name retained.

(SP–952: l. 25′; b. 6′; dr. 20″; s. 35 k.)

Itty E. (SP–952), a fast open motor boat, was built in 1916 by Murray and Tregurtha, South Boston, Mass.;

acquired July 1917 from her owner, F. H. Rawson of Chicago.

Assigned to the 1st Naval District, *Itty E.* did yeoman service during the months before the war as a fast rescue boat at the Boston Naval Air Station. She was transferred to Norfolk 20 October 1917, but saw little service because of the need for extensive engine repairs. After her engine was burned in a fire ashore in July 1918, *Itty E.* was taken to the Washington Navy Yard in October 1918, and scrapped in 1920.

Iuka

A village in northeastern Mississippi, where Union troops under General Rosecrans engaged Confederate forces under General Price in an indecisive battle 19 September 1862.

I

(SwStr: dp. 944; l. 200′; b. 31′6″; dr. 20′; s. 12 k.; cpl. 116; a. 1 20-pdr. Parrott rifle, 1 heavy and 1 light 12-pdr., 1 24-pdr.)

The first *Iuka* was purchased as *Commodore* 8 March 1864 from George Griswold of New York. She prepared for service at the New York Navy Yard and commissioned 23 May 1864, Acting Volunteer Lt. W. C. Rogers in command.

Departing New York 7 June, *Iuka* joined the East Gulf Blockading Squadron at Key West. For the remainder of the war she performed blockade duty cruising in the Gulf of Mexico. This service was briefly interrupted in October 1864 when *Iuka* escorted a prize steamer from Key West to Boston and then returned to the Gulf. On 31 March 1865 she captured the English schooner *Comus* sailing from Saint Mark's, Fla., to Havana with a cargo of contraband cotton. After the war *Iuka* departed Key West 2 June 1865 and reached Boston 12 June. She decommissioned there 22 June and was sold at public auction to Arthur Leary 1 August 1865.

II

(AT–37: dp. 795; l. 156′8″; b. 30′2″; dr. 14′7″; s. 13 k.; cpl. 44; a. 1 mg.)

The second *Iuka* (AT–37) was launched 12 January 1920 by the Staten Island Shipbuilding Co., Port Richmond, N.Y.; commissioned 29 October 1920, Lt. Harry F. Quandt in command.

Attached to the Train Squadron, Atlantic Fleet, *Iuka* sailed for Guantanamo 2 January 1921. After towing and delivering duties there and at the Canal Zone, the tug returned to Norfolk 28 April. *Iuka* completed a year's service with the Train Squadron, operating along the East Coast in the summer and at Guantanamo in the winter. On 29 April 1922 she reported to the 3d Naval District, at New York, where she served well for the next decade. From 27 April to 7 July 1926, *Iuka* operated out of Newport, R.I., to salvage the submarine *S–51*, sunk by collision with SS *City of Rome*. When the hulk of *S–51* was raised 5 July as a result of skillful salvage work, *Iuka* and *Sagamore* towed it to New York. *Iuka* decommissioned at New York 20 July 1932.

She recommissioned at Philadelphia 23 November 1940 and rejoined the Train Squadron, Atlantic Fleet, for operations along the East Coast and out of Guantanamo. After 3 years of harbor duties and towing target rafts, mainly operating from Portland, Maine, *Iuka* was transferred to the Western Sea Frontier, reporting for duty 4 February 1945. She had been reclassified ATO–37, 15 May 1944. Harbor duties at San Diego formed *Iuka*'s basic work for the following year. She decommissioned but remained in service 15 August 1946 and was placed out of service at San Francisco 15 April 1947. *Iuka* was delivered to her purchasers, Pan American Steamship Corp. of Panama, at Los Angeles 8 July 1948.

III

(ATR–45: dp. 835; l. 143′; b. 33′10″; dr. 13′2″; s. 13 k.; cpl. 45; a. 1 3″)

ATR–45 was laid down by Levingston Shipbuilding Co., Orange, Tex., 21 November 1942; launched 20 December; and commissioned 30 June 1943, Lt. (j.g.) J. L. Hostinsky in command.

After a brief period of duties out of Norfolk, *ATR–45* sailed for the Pacific, reaching Espiritu Santo, New Hebrides, via the Panama Canal and Bora Bora, Society Islands, late in October. For the duration of war the fleet tug remained in the South Pacific islands, operating primarily at Espiritu Santo, to tow targets and barges as well as handle other harbor duties. *ATR–45* was reclassified *ATA–123* 15 May 1944.

The ocean tug returned Pearl Harbor 7 September 1945 and from there set course for San Francisco. She performed harbor duties along the California coast until she decommissioned at San Pedro and went into reserve 26 November 1947. While berthed with the Columbia River Group, Pacific Reserve Fleet, *ATA–123* was named *Iuka* 16 July 1948. She remained in the Pacific Reserve until September 1960 when she was transferred to the Maritime Administration. In September 1962 *Iuka* entered the National Defense Reserve Fleet at Olympia, Wash., where she remains.

Ivy

A European evergreen shrub of the climbing variety, or one of various other climbing plants.

I

(Tug: t. 50; dr. 10′; s. 10 k.)

Ivy, a screw tug, was built as *Terror* by the Army at St. Louis in 1862; transferred to the Navy 30 September 1862 and renamed *Ivy*.

Assigned to the Mississippi Squadron, *Ivy* took part as tug and dispatch boat in the winter operations around Vicksburg 1862–63. In the important attack on Fort Hindman 9–11 January 1863, she served as Rear Admiral D. D. Porter's flagship. As the more powerful gunboats pounded the fort in support of General Sherman's attack, *Ivy* came alongside both *Cincinnati* and *Louisville* to help quench fires started by shore fire. A memorandum in the office of Secretary Welles noted: "The officers and crew behaved with great coolness, though under a brisk fire of musketry." The naval attack, directed from *Ivy*, resulted in Sherman's capture of the fort, a severe blow to the Confederate cause in the West.

Ivy was also present for the passage of the Vicksburg batteries by Admiral Porter's ships 16–17 April 1863. Lashed to the side of the powerful *Benton*, *Ivy* steamed boldly past Vicksburg, opening operations south of the city to Porter and contributing importantly to the fall of Grand Gulf and eventually to the capture of Vicksburg. In May the tug accompanied the gunboats up the Red River. The ships reached abandoned Fort De Russy 5 May and 2 days later took Alexandria, only to be forced back downstream by low water. The fort was partially destroyed and Porter returned to Grand Gulf to continue the assault on Vicksburg.

The tug remained near Vicksburg, often as Porter's flagship, until after its fall 4 July 1863, and subsequently acted as a dispatch boat and tug on the river and as a receiving ship for prisoners of war. *Ivy* entered the Red River again in 1864 when the major part of Admiral Porter's fleet was caught by low water above the rapids at Alexandria. She assisted gunboat *Ozark* over the rapids 13 May 1864 and returned to the Mississippi with the fleet amid frequent Confederate attacks from shore.

For the remainder of the war *Ivy* was used to tend and pump coal barges at Donaldsonville. She was sold at Mound City, Ill., 17 August 1865 to W. G. Priest.

Ivy, a steam tug, was purchased as *Monitor* by the Navy in 1863 and renamed *Monterey* (*q.v.*). Her name was changed to *Ivy* 3 January 1891 and she was sold 7 October 1892.

II

(LHT: t. 550; l. 173'; b. 30'; dr. 8'5'')

Ivy, a steel-hulled tender, was built in Baltimore in 1904 and transferred to the Navy Department via the War Department by a letter of 25 May 1917. She was returned to the Lighthouse Service 1 July 1919 after performing general patrol duties during the preceding two years.

Iwana

An Indian name.

I

(YT–2: dp. 192; l. 92'6''; b. 21'; dr. 8'; s. 11.5 k.; cpl. 9; a. 2 1-pdrs., 1 mg.)

Iwana (YT–2) was laid down in April 1891 by City Point Iron Works, Boston, Mass.; launched 12 March 1892; and was assigned to the 1st Naval District for harbor duties.

Iwana performed towing operations and miscellaneous services out of Boston from 1892 until early 1946.

Her name was dropped 5 October 1942, and she operated as *YT–2* until reclassified *YTM–2* on 15 May 1944. She was transferred to WSA, 20 March 1946.

II

(YT–272: dp. 244; l. 100'; b. 26'; dr. 10'; s. 11 k.; cpl. 12; a. 2 .50 cal. AA mg.)

Iwana (YT–272) was laid down 24 August 1942 by Ira S. Bushey & Sons, Inc., Brooklyn, N.Y.; launched 23 December; and placed in service 27 April 1943.

After shakedown *Iwana* was assigned to the 1st Naval District as a supply handler and tug in Casco Bay. From 1943 to 1946 she performed towing duties and miscellaneous harbor operations in the New England area. During this time *Iwana* was reclassified YTB–272 15 May 1944.

From 1946 into 1967 she has operated in the 1st Naval District at Boston, Mass. *Iwana* was again reclassified YTM–272 in February 1962.

Iwo Jima

A small volcanic island in the Bonin Group. Iwo Jima was the site of one of the most important and most bitterly fought amphibious operations of the Pacific War. The strategic island, needed as an air base for the assault on Japan itself, was invaded 19 February 1945 and declared secure almost a month later. Fleet Admiral Chester W. Nimitz spoke eloquently of the sailors and marines who fought there: "Among the Americans who served on Iwo Island uncommon valor was a common virtue." The famous photograph of the flag-raising on Mount Suribachi has become a symbol of valor and strength in the years since 1945.

Iwo Jima (CV–46), a *Ticonderoga*-class aircraft carrier, was under construction by Newport News Shipbuilding & Dry Dock Co., Newport News, Va., but was canceled 12 August 1945. Her partially completed hull was scrapped.

I

(LPH–2: dp. 11,000 (lt.); l. 592'; b. 84'; ew. 105'; dr. 27'; s. 22 k.; cl. *Iwo Jima*)

Iwo Jima (LPH–2) was launched by Puget Sound Naval Shipyard, Bremerton, Wash., 17 September 1960; sponsored by Mrs. Harry Schmidt; and commissioned 26 August 1961, Captain T. D. Harris in command.

The first ship to be designed and built from the keel up as an amphibious assault ship, *Iwo Jima* carries helicopters and a detachment of embarked Marines for use in the Navy's newest "vertical envelopment" concept of amphibious operations. Following shakedown training, she spent the rest of 1961 off the California coast in amphibious exercises. In April 1962 the ship joined Joint Task Force 8 in the Johnston Island-Hawaii area for an important series of nuclear tests. *Iwo Jima* evacuated several islands and took part in the test evaluation. She sailed for Pearl Harbor 26 July from the test area, and continued to San Diego, where she arrived 10 August 1962.

In September the ship took part in full-scale amphibious exercises in California, departing 17 October from San Diego for her first deployment to the western Pacific. As a crisis flared 19 October over the introduction of offensive missiles into Cuba, however, *Iwo Jima* returned to San Diego, embarked Marines 22 to 27 October, and departed quickly for the Caribbean. As part of America's powerful and mobile force afloat, she cruised in a "ready" status until December brought an easing of the Cuban situation. She arrived San Diego 13 December, having played a major role in preserving American and Latin American security.

Iwo Jima operated out of her home port during the first half of 1963, carrying out amphibious exercises and training. She departed 30 August on her long-delayed cruise to the western Pacific. Joining the 7th Fleet, mobile bulwark of American security in the area, she ranged from Hawaii to the Philippines and Taiwan.

On 31 October 1963 *Iwo Jima* departed Philippine waters for special operations along the coast of South Vietnam, standing by to protect American nationals during a period of increased strife. She returned to Subic Bay 12 November. The following months she sailed with Special Landing Forces of Marines for rigorous amphibious assault and landing raids practice off the coasts of Taiwan and Okinawa. After unloading ammunition at Sasebo, Japan, she departed 13 April 1965 for return to San Diego, arriving 28 April. Following amphibious training with Marines along the California seaboard, she overhauled in the Long Beach Naval Shipyard. This work was completed by 7 December 1965 when *Iwo Jima* began amphibious refresher training ranging to the Hawaiian Islands. On 13 March 1965 she departed Pearl Harbor for San Diego, arriving 6 days later.

Iwo Jima received tons of supplies and scores of Army helicopters, tanker trucks, and vehicles in her hangar and flight deck spaces. Nearly a thousand troops were embarked for her western transit that began 12 April. She touched Pearl Harbor a few hours the 17th to off-load 50 Marines and their equipment, then steamed off St. Jacques, Republic of Vietnam, 1 to 2 May, flying off 77 Army helicopters, loaded with troops and combat cargo. From there she proceeded to Subic Bay in the Philippines, where troops and equipment were received for amphibious landing at Chu Lai, Vietnam, 11 May 1965.

Iwo Jima remained off Chu Lai for a month, protecting Marines and Seabees establishing an air field on the sandy shore. Besides helicopter support ashore, including defense perimeter patrol, she was a support center for laundry, showers, fresh provisions, store and mail service. She also supervised the continual off-load of ships over the beach for the entire month, then on 7 June 1965, landed squadron personnel and helicopters ashore at Hue-Phu Bai, some 30 miles north of Da Nang. After a few days rest in Subic Bay she was routed to Sasebo. thence to Buckner Bay, Okinawa, where she embarked Marines and equipment. This was completed 26 June 1965 when she sailed for Quinohn, Republic of Vietnam, in company with *Talladega* (APA–208) and *Point Defiance* (LSD–31). These ships were designated Task Group 76.5, that part of the 7th Fleet that carries the Marine Special Landing Force. On the 30th she arrived at Quinohn, about 100 miles south of Chu Lai. The following day Marines landed ashore to take up defensive positions for

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the protection of Army engineers and communications units.

Iwo Jima remained off Quinohn for defensive support until 20 July 1965, then steamed for Pratas Reef about 240 miles southwest of Taiwan. Arriving the morning of the 22d her helicopters were immediately pressed into service to aid the salvage of destroyer *Frank Knox*. The close approach of typhoon "Gilda" pounded the grounded destroyer so badly that it was impossible for small boats to get alongside her. Extra men were heli-lifted off the destroyer while surf rose 12 feet high to break completely over the stern of *Frank Knox*. Support given by *Iwo Jima* included such items as hot food, clothes, water, pumps, hose, gasoline, air compressors, welding machines, damage control equipment and technicians. Feed water was heli-lifted in special tanks constructed by destroyer tender *Prairie* (AD–15) who had faint hope of keeping the destroyer's boiler alive. Detached from this duty 1 August 1965, *Iwo Jima* made a brief call at Hong Kong, then proceeded to the Philippines.

On 17 August 1965 *Iwo Jima* steamed out of Subic Bay for Vung Tau, Republic of Vietnam, to join in Operation "Starlight," a 5-day search-and-destroy operation that eradicated some 600 Viet Cong. The successful Navy-Marine Corps amphibious operation backed by gunfire support from cruiser *Galveston* and two destroyers, came to a close late on 24 August. *Iwo Jima*'s evecuation and surgical teams kept the American casualties down to a very low percentage. During transit back to Subic Bay she learned *Frank Knox* had been refloated, good news for *Iwo Jima*'s crew who had put in so many hard and long hours at Pratas Reef. She landed her Marine Special Landing Force at Chu Lai 1 to 2 September, embarked 800 Marines of a rotation draft, and sailed for Buckner Bay.

Iwo Jima landed the rotation troops at Okinawa, then came off Quinohn, 10 September 1965, to cover the landing of the Army's 1st Air Cavalry Division. She had supported three amphibious assault search-and-destroy raids along the coast by 1 October when she steamed to southern waters, remaining in stand-by status for possible evacuation of U.S. nationals in revolt-torn Indonesia. Eight days later she sailed for Danang for a helicopter squadron exchange, thence to Subic Bay where she was relieved by *Valley Forge* (LPH–8). Following a visit to Yokosuka, she departed 1 November for return to San Diego, arriving 17 November 1965. Several months later she again joined the 7th Fleet Amphibious Ready Group, a fast moving assault force which had completed more than 20 search-and-destroy operations along the South Vietnamese coast between March 1965 and September 1966. One of these missions hit only 3 miles south of the demilitarized zone to search out and decimate a regiment of the North Vietnam Army's 342B Division which had infiltrated South Vietnam through the neutral zone.

During the first 3 months of 1966, *Iwo Jima* was at San Diego for upkeep and improvement changes. From April through June extensive refresher training occupied all hands as *Iwo Jima* prepared for her forthcoming Western Pacific deployment. On 24 July, steaming with a task group, she passed the volcanic island whose costly conquest by stouthearted sailors and marines had inspired her name. On board was one of the marine groups that had landed on Iwo Jima over two decades earlier. After operations in the Vietnam area, she sailed for Japan. December 30th once again found *Iwo Jima* on the line and underway for special operations in the Mekong Delta region of South Vietnam in a Navy-ready group with a two pronged punch. Early in January 1967 the Commanding Officer, Captain Nils W. Boe, was relieved by Captain F. X. Timmes. Upon his departure Captain Boe said of his crew in a family-gram to mothers and wives, "I want to thank each of you for letting me borrow these magnificent young men for a little while. They have made me feel ten feet tall." On 1 July 1967 *Iwo Jima* was reassigned to Amphibious Squadron 3 from vice Amphibious Squadron 1, with which she continued to sail with the Pacific Fleet.

Iwo Jima continues her support of simultaneous sea and air assaults as the nerve-center of an Amphibious Ready Group that can strike anywhere along the Vietnamese coast within 48 hours.

Izard

Ralph Izard, born 26 February 1785 at Charleston, S.C., was appointed Midshipman 2 October 1799 and promoted to Lieutenant 27 January 1807. Lt. Izard volunteered and took part in the expedition under Stephen Decatur, commanding U.S. ketch *Intrepid*, which entered the harbor of Tripoli 16 February 1804 and destroyed the former U.S. frigate *Philadelphia* in what Lord Nelson called the most daring act of the age. He was assigned duty under Lt. Decatur, with Midshipman John Rowe and 15 men, to hold the spar deck. He also took part in the attacks on Tripoli during August and September 1804 as part of Commodore Edward Preble's squadron. Lt. Izard died 21 January 1822 at Charleston, S.C.

(DD–589: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; cpl. 273; a. 5 5", 14 40mm., 12 20mm., 10 21" tt., 4 dct., 6 dcp.; cl. *Fletcher*)

USS *Iwo Jima* (LPH–2) near Panama 30 October 1962

Izard (DD–589) was launched 8 August 1942 by the Charleston Navy Yard; sponsored by Mrs. Robert E. Lee III, great-granddaughter of Lt. Ralph Izard; and commissioned 15 May 1943, Comdr. Earl K. Van Swearingen in command.

After shakedown interrupted by a search for a German U-boat off the coast of Carolina, *Izard* departed Norfolk 14 September 1943 and sailed for Pearl Harbor via the Canal Zone and San Diego. Arriving Pearl Harbor 4 October she spent the next 6 weeks training and standing plane guard duty.

As the Pacific Fleet started its mighty sweep across Micronesia *Izard* sortied 10 November 1943 from Pearl Harbor with Rear Admiral Pownall's Carrier Force (TF–50) for the Gilbert Islands operations, and for the next month provided air, surface and antisubmarine protection for Makin Island.

After taking part in the bombardment of Nauru Island 8 December 1943 *Izard* retired to Havannah Harbor, Efate. Here she trained and rehearsed for the fleet's next target—the Marshall Islands. *Izard* sortied from Funafuti Harbor, Ellice Island, 23 January 1944 with Rear Admiral Forrest Sherman's Carrier Task Group to provide air cover for the assault and capture of Kwajalein. At 0440 29 January the carriers launched their first strikes toward Kwajalein. By that afternoon the fleet had delivered many devastating blows on the enemy. By 4 February *Izard* had entered Majuro Atoll, recently captured from the Japanese, and dropped anchor. Here she joined Admiral Spruance's Truk Striking Force and Admiral Mitscher's Fast Carrier Task Force 58 for strikes on Truk (17–18 February 1944). The first strike was launched at 0642 17 February and after 2 days the carrier planes had destroyed auxiliary cruisers *Aikoku Maru* and *Kiyosumi Maru;* destroyer *Fumizuki;* submarine tenders *Rio de Janeiro Maru* and *Heian Maru;* aircraft ferry *Fujikawa Maru,* 6 tankers and 17 more marus; total tonnage about 200,000. Planes from *Enterprise* also sunk destroyers *Oite* and *Agano.* On the first day of the strikes while Admiral Mitscher's planes were at work, Admiral Spruance's group, including *Izard,* conducted a round-the-atoll search to catch escaping vessels. They sunk light cruiser *Katori,* destroyer *Maikaze,* and sub chaser *SC–24.* After 18 February Truk lost its usefulness as a fleet anchorage or advanced naval base for the Japanese. In addition, the 250 to 275 planes destroyed or damaged was a severe blow to the Japanese air force.

Izard screened the carriers launching strikes in the Tinian-Saipan area 22 February, retiring to Majuro the 26th. From March through August she operated in support of the 5th Fleet operations in New Guinea and the Marianas. *Izard* was part of the screen for Admiral "Jocko" Clark's Carrier Task Group during the Battle of the Philippine Sea (19–20 June 1944) which broke the enemy's once mighty naval air arm.

Izard continued in support of fast carriers launching strike after strike against the enemy. During the first part of October she joined Admiral McCain's task group for strikes on Okinawa and Formosa. During the following months she continued to support the Leyte operation and in February 1945 was assigned duty off Iwo Jima rendering fire support, screening, and radar picket duty until 27 March.

Izard steamed for Eniwetok 28 March arriving 2 April. Joining a convoy she steamed via the Hawaiian Islands, reaching Seattle 20 April. *Izard* sailed for Pearl Harbor 30 June and in August joined the Northern Pacific Force at Adak, Alaska. The last of August *Izard* sailed for Honshu, Japan, and after the war continued to operate in northern Japan, liberating prisoners-of-war and demobilizing Japanese army and navy units until 15 November.

Izard returned to Seattle the last of November and 2 April 1946 steamed to San Diego. *Izard* decommissioned there 31 May 1946 and joined the Reserve Fleet where she remains.

Izard received 10 battle stars for World War II service.

J

J. A. Cummings, see *YO–165*

J. A. Palmer

A former name retained.

(SP–319: t. 276; l. 155′; b. 22′; dr. 12′; s. 12 k.; a. 2 1-pdrs.)

J. A. Palmer (SP–319), or *Palmer,* a wooden fishing vessel, was built in 1912 by Jackson and Sharpe, Wilmington, Del.; purchased by the Navy from her owners, C. E. Davis Packing Co., Reedville, Va.; and commissioned 7 April 1917, Boatswain W. A. Hudgins in command.

J. A. Palmer, assigned to the 5th Naval District, operated on patrol off Cape Henry until February 1918 when she received special cable equipment at Berkeley, Va. The ship was then loaned to the Coast Guard for use as a cable ship and steamed along the Atlantic coast laying and repairing cable. To avoid confusion with destroyer *Palmer,* her name was dropped 17 January 1919. *SP–319* was subsequently turned over permanently to the Coast Guard 10 September 1919 for continued use as a cable ship, and was renamed *Pequot* by the Treasury Department.

J. A. Martinolich, see *Hornbill* (AMC–13)

J. Alvah Clark

A former name retained.

(SP–1248: t. 130; l. 90′; b. 19′; dr. 11′6″; s. 10 k.)

J. Alvah Clark (SP–1248), a steam tug, was built in 1891 by Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; and acquired in October 1917 from her owner, the Joseph M. Clark Co. of Norfolk.

J. Alvah Clark, assigned to the 5th Naval District, performed towing and tug duties in Hampton Roads, served on net patrol, and transported armed guards to merchant vessels in the harbor during World War I. She was returned to her owner 29 July 1919.

J. B. Walker

Former name retained.

(Bar: 2 t., 1,984; l. 247′; b. 42′2″; dr. 26′9″; cpl. 6)

J. B. Walker was launched in 1879 by E. O'Brien of Thomaston, Maine; purchased by the Navy from Luckenbach S.S. Co.; and commissioned 8 August 1918. She immediately began collier operations between Norfolk and New England. *J. B. Walker* continued this duty until 27 March 1919, when she was detached and assigned to the 5th Naval District for operations. She was sold 11 September 1919.

J. C. Breckenridge, General, see *General J. C. Breckenridge* (AP–176)

J. C. Donnell, see *Pasig* (AO–89)

J. C. Fitzsimmons, see *Marmora* (IX–189)

J. C. Kuhn

(Bark: t. 888; l. 153'; b. 35'; dr. 13'5''; s. 10 k.; cpl. 61; a. 4 32-pdrs.)

J. C. Kuhn was a wooden bark of two decks and three masts built at Portland, Conn., in 1859. She was purchased by the Navy at New York City from J. H. Brower & Co., 6 July 1861; and commissioned at New York Navy Yard 23 August, Acting Master Robert G. Lee in command.

The supply and coal vessel reported to the Gulf Blockading Squadron at Key West, Fla., 11 September bringing a cargo of coal, lumber, and whaleboats. Six days later she delivered coal and provisions to Union vessels off Fort Pickins, Fla., to begin her record of dependable service carrying fuel, food, lumber, and water to Union ships in the Gulf of Mexico and the lower Mississippi.

She arrived below Vicksburg 27 June 1862 loaded with coal for Flag Officer Farragut's ships the day before they daringly steamed under the Southern batteries there to join forces with Flag Officer Davis's Mississippi Flotilla, which had been fighting its way South along the river. She remained below Vicksburg supporting Comdr. Porter's Mortar Flotilla while Farragut operated above the Confederate stronghold until his ships had again run the gauntlet to rejoin Porter 15 July.

She then sailed down river with Farragut and resumed her duty of transporting supplies from Pensacola to ships stationed along the Gulf Coast. In the spring of 1864, *J. C. Kuhn* was ordered to Pensacola for service as ordnance and store ship, and she continued this duty until sailing for New York 20 January 1866. After arriving New York 14 February and discharging her stores, the veteran bark received badly needed repairs.

Restored and refurbished, *J. C. Kuhn* stood down to the Battery 7 April, and 3 days later was renamed *Purveyor*. As *Purveyor*, she supplied the European and South Atlantic Squadrons and served as a store ship before being sold at New York to P. H. Fay 7 July 1869.

J. C. W. Beckham, see *Raccoon* (IX–127)

J. Dimaggio, see *YP–383*, ex-*AMc145*

J. Douglas Blackwood

James Douglas Blackwood was born in Philadelphia 12 November 1881, and enrolled in the Naval Coast Defense Reserve as an Assistant Surgeon 14 April 1917. The doctor served on transports in the Atlantic during World War I, earning the Navy Cross for attending the sick and wounded when troop transport *President Lincoln* was torpedoed 31 May 1918. He entered the Regular Navy in 1919, and served in various ships and at Naval Hospitals here and abroad in the years that followed. Blackwood served the people of Haiti 1927 to 1930 when assigned to a Public Health unit on that island. He was appointed Medical Inspector with the rank of Commander in 1938, reported to *Vincennes* (CA–44) 30 September 1940, and was on board during the critical early months of America's participation in World War II. During the Battle of Savo Island 9 August 1942, one of the many sea fights during the Solomons Campaign, a cruiser-destroyer force was surprised at night by Japanese cruisers and dealt a crushing blow. Blackwood was killed when the gallant *Vincennes* was sunk along with two other cruisers and a destroyer.

(DE–219: dp. 1,400; l. 306'; b. 36'10''; dr. 9'5''; s. 24 k.; cpl. 186; a. 3 3'', 4 1.1'', 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21'' tt.; cl. *Buckley*)

J. Douglas Blackwood (DE–219) was launched 29 May 1943, by Philadelphia Navy Yard; sponsored by Mrs. J. Douglas Blackwood, widow of Comdr. Blackwood; and commissioned 15 December 1943, Comdr. R. V. Randolph in command.

After shakedown off Bermuda, *J. Douglas Blackwood* rendezvoused with carrier *Hornet* (CV–12) off Hampton Roads 14 February 1944, to escort her to the Panama Canal. The escort ship then returned to the East Coast for duty as training ship and coastal escort until departing Norfolk 18 March for the Pacific. Sailing via the Panama Canal and Pearl Harbor, *J. Douglas Blackwood* arrived Majuro 18 April 1944, to begin vital convoy screening work between America's far-flung island bases. The ship operated mainly in the Solomons and Admiralties, returning to Pearl Harbor in October 1944 for antisubmarine training.

J. Douglas Blackwood steamed to Eniwetok 2 November, and resumed convoy escort work, this time between the Solomons and the Philippines. As that great archipelago was liberated, island by island, the escort ship helped bring supplies and men from advance bases. She remained on this duty until arriving Pearl Harbor 12 April 1945, and for the remainder of the war operated in Hawaiian waters training with newly commissioned carriers and Pacific Fleet submarines.

The war over, *J. Douglas Blackwood* steamed into Mare Island Navy Yard 4 September 1945, and after repairs made the long voyage through the Canal to the East Coast. She arrived New London 9 January 1946, decommissioned 20 April 1946, and entered the Atlantic Reserve Fleet.

With the outbreak of fighting in Korea in 1950, the Navy's need of fighting ships once again increased. *J. Douglas Blackwood* recommissioned 5 February 1951, Lt. Comdr. J. R. McKee in command. Based at Norfolk, the ship alternated between duty there and the Fleet Sonar School at Key West, Fla. She also engaged in at sea training for midshipmen, cruising to the Caribbean and Brazil in the summer of 1953. She remained on this important training duty, not only keeping herself at peak readiness but also contributing to the development of new antisubmarine tactics, until arriving at Philadelphia 15 November 1957. There she began her new assignment as Reserve Training Ship.

J. Douglas Blackwood decommissioned 1 August 1958, and was placed "in service." For the next 3 years, she acted as training ship for naval reservists in the Philadelphia area. However, when America's will was tested once again in the 1961 Berlin crisis, the ship was again recalled to active service, commissioning 2 October 1961, Comdr. J. J. Grebis in command. After refresher training in the Caribbean, she served on escort and patrol duty in the Atlantic through the summer of 1962. She decommissioned 1 August 1962, reverted to her "in-service" status, and resumed reserve training duty at Philadelphia. *J. Douglas Blackwood* remained on this important duty into 1967, always ready to serve the Navy in time of need.

J. Douglas Blackwood received three battle stars for World War II service.

J. Floyd Massey, Jr., see *Monomoy* (AG–40)

J. Franklin Bell

An Army name retained. James Franklin Bell was born at Shelbyville, Ky., and graduated from the Military Academy in 1878. Frontier duty filled most of his years as a junior officer. During the Philippine Insurrection near Porac, Luzon, 11 December 1899, he "charged seven insurgents with his pistol and compelled the surrender of the captain and two privates under a close fire from the remaining insurgents concealed in a bamboo thicket." His heroism on this occasion won him the Medal of Honor.

Promoted to major general in 1907, Bell served as Chief of Staff of the U.S. Army from 1906 to 1910. He died in New York City 8 January 1919.

(AP–34: dp. 13,529; l. 535'2''; b. 72'; dr. 31'6''; s. 17 k.; cpl. 683; a. 4 3'', 8 20mm.)

J. Franklin Bell (AP–34) was laid down in 1918 as an Army transport by the New York Shipbuilding Corp. of

Camden, N.J.; completed 1 March 1921 as a passenger and cargo ship named *Keystone State;* turned over to Pacific Steamship Co. 28 May and renamed *President McKinley* 9 June 1922; and transferred to Admiral Oriental Line 21 December to operate in the Pacific until laid up in Seattle in 1938.

The Army purchased her 26 October 1940, renamed her *J. Franklin Bell*, and converted her into a military transport. She was transferred to the Navy 26 December 1941; and commissioned in ordinary before commissioning in full at San Francisco 2 April 1942, Captain H. J. Grassie in command.

After shakedown, a round-trip voyage to Pearl Harbor, and over 2 months of amphibious training along the California coast, *J. Franklin Bell*, carrying some 1,500 troops and a full load of cargo, sailed from San Francisco 13 August and headed via Kodiak, Alaska, for Adak to strengthen American defenses in the Aleutians, then threatened with invasion.

Upon returning San Diego 29 September, *J. Franklin Bell* resumed coastal operations and amphibious training in preparation for taking the offensive in the Aleutians by recapturing Attu Island. Reclassified APA–16 1 February 1943, she continued rehearsals until sailing to San Francisco 16 April to embark troops and their war gear. She got under way 24 April for Cold Bay, Alaska. Though hampered by heavy seas, her task force arrived off Attu 11 May in a dense fog. *J. Franklin Bell*, now under Comdr. J. B. McGovern, began landing operations. Submerged rocks, pea soup weather, and narrow, rocky beaches permitted only two or three boats to be unloaded at a time. Two days later she started unloading around the clock, enabling her to finish the task, embark casualties, and head for home by 16 May.

After training throughout June, she embarked some 1,750 soldiers and, following 2 weeks of landing rehearsals, departed San Diego 29 July for Adak. At the end of a week of weather and terrain conditioning there, she steamed for Kiska 13 August. She sent her landing boats ashore through rough surf only to find the enemy had fled. Unloading operations completed in 2 days, she embarked 600 troops and sailed for San Francisco the 20th.

At San Francisco she discharged the troops and embarked naval passengers for Wellington, New Zealand, where she arrived 30 September. During the ensuing month of amphibious assault training, Captain O. H. Ritchie took command 22 October. After embarking 1,800 marines, she sailed 1 November for final landing rehearsals before departing 13 November to invade Tarawa.

The first step in a mighty amphibious offensive through Micronesia, the conquest of the Gilbert Islands was a major milestone on the watery road to Japan. During midwatch 20 November, *J. Franklin Bell* took her assigned place off Betio, the most formidable Japanese garrison on Tarawa Atoll. Heavy naval bombardment began at 0515; and the enemy responded with scattered fire at the transports. Straddled, *J. Franklin Bell* retired out of range and, while the deadly battle raged on ashore, awaited orders to land her troops. The next day she sailed to Bairiki Island and landed her marines. Finding dead enemies only, they boarded landing boats and moved from island to island along the atoll. Meanwhile, after the Bairiki landings, *J. Franklin Bell* began sending cargo ashore. The marines secured Betio on the 23d and the entire atoll on 27 November, and *J. Franklin Bell* departed with marines embarked for Pearl Harbor.

After a month of training in Hawaii, the transport embarked more than 1,500 soldiers and sailed for Kwajalein Atoll. Upon arriving 31 January, she found fire support ships pounding enemy shore installations in preparation for landings the following day. *J. Franklin Bell* entered the lagoon 2 February to unload supplies and to receive casualties. On the 5th, her landing boats assaulted Gugegwe Island. Two days later the atoll was secured; and the transport departed 8 February for Pearl Harbor carrying over 2,000 soldiers.

Putting into Pearl 15 February, she made two round trips to the United States mainland before embarking soldiers and setting course for the Marianas. *J. Franklin Bell* arrived off Saipan 16 June, the day after the initial landings; and debarked her troops on the 17th. After unloading needed supplies, she retired some 100 miles northeast of Saipan to await the outcome of the Battle of the Philippine Sea 19 to 21 June. Upon learning of the great American naval victory, she returned to Saipan 25 June; completed unloading; embarked casualties; sailed for Eniwetok to load more cargo; and then headed, via Saipan to embark marines, for the assault on nearby Tinian.

Departing 24 July, *J. Franklin Bell* joined in a diversionary demonstration at the southern end of Tinian. Under cover of a fierce bombardment, the transport feigned two landings to divert enemy attention while the real landings were made at the northern end of the island. Following this successful subterfuge, she sailed to the actual beachheads; landed her troops; embarked casualties the next afternoon; and returned to Saipan the 27th. The next day, carrying 438 Japanese prisoners, she sailed for Pearl Harbor and arrived 10 August.

J. Franklin Bell returned to the Western Pacific, putting into Manus, Admiralties, 3 October to embark 1,600 assault troops for the invasion of the Philippines. She headed for Leyte Gulf 14 October and arrived off Dulag, Leyte, 20 October. After quickly debarking her troops, she began unloading supplies and receiving casualties. Defying repeated air attacks, she unloaded supplies into LCTs throughout the day and night completing the task shortly after noon the next day. Then she got under way for Manus, Admiral of the Fleet, Lord Roger Keyes, RN, on board, and arrived the 27th.

Following a voyage to New Guinea, *J. Franklin Bell* departed Manus for San Francisco and arrived 27 November. Heading back to the war zone 28 February 1945, the veteran transport arrived Noumea, New Caledonia, 18 April. After landing exercises and embarking Seabees and their equipment, she headed for Okinawa via Eniwetok and Ulithi. She dropped anchor at Hagushi 17 June to debark her Seabees. Subjected to frequent air alerts, she completed her unloading under cover of a smoke screen late the following afternoon.

The transport then departed on the 22d, carrying 862 casualties to Saipan before proceeding to Espiritu Santo and Noumea to embark homebound casualties. Departing Noumea 11 July with over 1,700 passengers, she steamed for San Francisco and arrived the 27th.

The war ended, *J. Franklin Bell* sailed 21 September for the Western Pacific, carrying troops to Eniwetok, Okinawa, and Leyte. After boarding homebound passengers at Leyte, she sailed 27 October and reached Seattle 12 November. She began coastal operations on the 22d shuttling between Washington and California ports. She arrived Suisun Bay, Calif., 20 March 1946; and decommissioned the same day.

Transferred to the WSA for disposal, *J. Franklin Bell* was sold for scrap 3 April 1948, to Boston Metals Co., Baltimore, Md.

J. Franklin Bell received six battle stars for World War II service.

J. Fred Essary, see *Sagittarius* (AKN–2)

J. Fred Talbott

Joshua Frederick Cockey Talbott was born near Lutherville, Md., 29 July 1843. He began to study law in 1862 but joined the Confederate Army in 1864 to serve in the 2d Maryland Cavalry. Following the war, Talbott was admitted to the bar and began to practice law in Towson, Md. In 1878, after several years of activity in Democratic politics and local civic affairs, he was elected to Congress. Except for the periods 1885 to 1893, during which he served for a time as Insurance Commissioner for Maryland, and 1894 to 1902, he served in Congress until his death. Talbott was a member of the Naval Affairs Committee for 25 years and worked unceasingly for a strong and modern

Navy. He died in Lutherville 5 October 1918 after a long life of distinguished public service.

(DD–156: dp. 1,090; l. 314′5″; b. 30′6″; dr. 8′8″; s. 35 k.; cpl. 101; a. 4 4″, 2 3″; 2 .30 cal., 12 21″ tt.; cl. *Wickes*)

J. Fred Talbott (DD–156) was launched 14 December 1918 by William Cramp & Sons, Philadelphia; sponsored by Mrs. Robert L. Bates, niece of Representative Talbott; and commissioned 30 June 1919, Comdr. T. G. Ellyson in command.

The new destroyer departed Newport 10 July for the Mediterranean, where she acted as a station ship at various ports providing an element of stability in Europe during the first troubled months of postwar adjustment and reconstruction. Upon her return to the United States 21 June 1920, the ship took part in patrol duty on the East Coast and engaged in fleet exercises before decommissioning at Philadelphia 18 January 1923.

J. Fred Talbott recommissioned 1 May 1930, Lt. C. H. Cobb in command, and immediately began shakedown training in Delaware Bay. For the 10 years that followed, the ship operated along the Atlantic coast and in the Caribbean engaging in antisubmarine training; fleet operations; and carrying out the many far-ranging duties of the United States fleet in preservation of peace, missions of mercy, maintaining freedom of the seas, and otherwise protecting the United States' interests. She also helped to train reserves and midshipmen, thus developing not only the equipment and tactics, but the men of the Navy as well.

With the outbreak of the war in Europe and America's initial effort to protect its shipping while remaining neutral, *J. Fred Talbott* was assigned patrol duties in the waters off the Atlantic entrance to the Panama Canal. Following America's entry into the war with the surprise attack on Pearl Harbor, the ship took up convoy escort duties between New Orleans, Cuba, and the Canal, helping to protect the sea lanes and to move the vast amounts of men and materiel needed for victory.

Following an overhaul in Boston in January 1944, *J. Fred Talbott* sailed 13 February with her first transatlantic convoy, and, after her safe return from Casablanca, took up escort duties with convoys from Iceland southward into the Caribbean. Later in the year, after arrival 15 September, she was converted at New York and reclassified AG–81 25 September 1944. The ship arrived Port Everglades, Fla., 1 November to act as a target ship for torpedo bombers, continuing this important training service until the war's end.

J. Fred Talbott arrived Boston 22 April 1946, and decommissioned 21 May 1946. She was sold to Boston Metals Corp., Baltimore, Md., in November 1946 and was subsequently scrapped.

J. H. McRae, General, see *General J. H. McRae* (AP–149)

J. Howland Gardner, see *Jamestown* (AG–166)

J. J. Crittenden

A former name retained.

(Sch)

J. J. Crittenden was a schooner captured by *Commodore Perry* and *Whitehead* in Newbegun Creek, N.C., 10 April 1862. She was immediately sunk as an obstruction, and was subsequently condemned by the New York prize court without being sent to that port.

J. J. Keeley, see *YOG–38*

J. J. Kelly, see *YOG–38*

J. L. Davis, see *James L. Davis*

J. M. Guffey

A former name retained.

(Tkr: dp. 5,500; l. 292′2″; b. 40′2″; dr. 22′; s. 11 k.)

J. M. Guffey, a tanker, was launched in 1902 by the New York Shipbuilding Co., Camden, N.J.; taken over by the Navy on a bare boat basis; and commissioned 14 October 1918 at Invergorden, Scotland, Lt. Comdr. O. T. Nelson in command.

J. M. Guffey operated out of Invergorden replenishing the oil supplies until 24 January 1919 when she sailed for the United States. She remained in St. Johns, Newfoundland, for 6 weeks before arriving Philadelphia 14 April. She decommissioned there 17 June 1919, and was returned to her owner, the Gulf Refining Co., Pittsburgh, Pa.

J. M. Woodworth

Former name retained.

(YT–137: dp. 135; l. 84′; b. 20′; dr. 6′9″)

J. M. Woodworth was built in 1903 by Neafie and Levy, Philadelphia, Pa., and taken over by the Navy from the Public Health Service 2 November 1937. She was assigned to the Washington Navy Yard for duty as a service craft. After limited service in late 1937 and early 1938, she was declared unfit for naval purposes and struck from the Navy List 28 December 1938. *J. M. Woodworth* was sold 17 April 1939 to Gallagher Bros. Sand & Gravel Corp.

J. R. Brooke, General, see *General J. R. Brooke* (AP–132)

J. R. Y. Blakely

John Russell Young Blakely was born 17 July 1872 in Philadelphia and graduated from the Naval Academy in 1892. After serving in various Navy ships and at many shore stations, he took his first command, *Des Moines*, in 1914. As captain of this ship, and later *Seattle*, Blakely rendered important service in transporting and escorting troops and supplies to Europe during the First World War. For his outstanding contribution he was awarded the Navy Cross. Following the war Blakely served with the Chief of Naval Operations, at the Naval War College, and with the rank of captain he commanded *Arizona* (BB–39). After a tour as Assistant to the Chief of the Bureau of Navigation in 1925, he was promoted to Rear Admiral and given command of a cruiser division. He also commanded the 15th Naval District and served on the important General Board before poor health forced him to retire 1 June 1932. Rear Admiral Blakely died 28 March 1942 in Denver, Colo.

(DE–140: dp. 1,200; l. 306′; b. 36′7″; dr. 8′7″; s. 21 k.; cpl. 186; a. 3 3″, 2 40mm., 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21″ tt.; cl. *Edsall*)

J. R. Y. Blakely (DE–140) was launched by Consolidated Steel Corp., Ltd., Orange, Tex., 7 March 1943; sponsored by Miss Mary Young Blakely, niece of Rear Admiral Blakely; and commissioned 16 August 1943, Comdr. J. H. Forshew in command.

J. R. Y. Blakely conducted her shakedown training out of Bermuda during September 1943, returning to Charleston 22 September to prepare for convoy duty in the Atlantic. She sailed 4 October from Norfolk with a convoy for the Mediterranean; and, after transporting precious supplies safely to Casablanca, returned to New York 16 November. *J. R. Y. Blakely* made another round trip voyage to Casablanca December 1943 through January 1944, and a third during February through March 1944, as American ships began the great buildup in Europe.

After voyage repairs the escort vessel was assigned to a hunter-killer group built around an escort carrier. She sailed from New York 30 March 1944 and rendezvoused with *Core* (CVE–13) and her escorts in the Atlantic to search for German submarines. After a vigilant search and stops at Newfoundland and Casablanca the ship reached New York 30 May 1944. *J. R. Y. Blakely* was soon at sea again, joining the *Wake Island* (CVE–65) group at Norfolk 15 June. During June and July the ships intensified the hunt for U-boats, and covered the all-important supply convoys in the Atlantic. After a short stay in Casablanca harbor, the group was sent by Admiral Ingersoll to search for German weather picket submarines, and by 2 August the escorts had found U-boat *U–804*. In the engagement which followed, *Fiske* (DE–143) was torpedoed and sunk. *J. R. Y. Blakely* made several depth charge attacks before retiring to protect *Wake Island*. She returned to New York 16 August 1944.

The veteran ship conducted training operations in Casco Bay, Maine, for several weeks, but departed Norfolk 8 September with another hunter-killer group, led by *Mission Bay* (CVE–59). On this cruise the escort vessel took part in her first successful attack, as the *Mission Bay* group was sent to break up a suspected meeting between cargo submarine *U–1062* and another submarine. *Tripoli*'s (CVE–64) group helped maintain an around the clock search, and on 30 September *Fessenden*, *Howard* and *J. R. Y. Blakely* began to search out a contact. *Fessenden*'s depth charge attack sank the submarine, *U–1062*, which was carrying valuable cargo for Germany. Following this success the group moved into the South Atlantic, where because of the great success of allied antisubmarine tactics, contacts were scarce. After visiting Bahia and Capetown, *J. R. Y. Blakely* arrived New York 27 November 1944.

During December the ship conducted additional training in the Caribbean, after which she sailed 16 January 1945 to participate in tactics out of Mayport, Fla. After screening carriers and acting as rescue ship, the ship carried out training and escort duties in the Caribbean, arriving New York 9 March 1945.

As German submarines were known to be moving westward for a final effort against the United States, *J. R. Y. Blakely* again joined an escort carrier group, and with *Mission Bay* and destroyer escorts set up barrier patrol north of the Azores. The ships departed 27 March, and in the cruise which followed sank one of the U-boats, combining with other hunter-killer groups to foil the German plans. *J. R. Y. Blakely* returned to New York 14 May, her important work in the Atlantic completed.

Following carrier training operations, the ship sailed for the Panama Canal, arriving 19 July 1945, and joined the Pacific Fleet. She reached San Diego 29 July for onward routing to Pearl Harbor, where the ship celebrated the end of organized hostilities 15 August 1945. *J. R. Y. Blakely* departed 27 August, however, to perform escort duties among the island bases of the western Pacific. The ship also aided in the occupation of many small islands before arriving San Diego 23 January 1946.

J. R. Y. Blakely steamed via the Panama Canal to New York 15 February, and after pre-inactivation overhaul arrived Green Cove Springs, Fla., 13 March 1946. She decommissioned 14 June 1946 and was placed in reserve, later moving to the Texas Group, where she remains.

J. Reynor & Son

A former name retained.

(SP–869: t. 29; l. 64′; b. 14′; dr. 4′; s. 14 k.)

J. Reynor & Son (SP–869), a motor boat, was built in 1916 by W. F. Dunn, Norfolk, Va., and purchased by the Navy from her owner, J. Reynor & Son, in January 1918. She commissioned 11 January 1918, Chief Machinist's Mate M. L. Wilson in command.

J. Reynor & Son was assigned to the 5th Naval District, and turned over to the Treasury Department for use by the Collector of Customs, Norfolk. On this duty she cruised Hampton Roads and surrounding waters. The boat was returned to the Navy and loaned to the American Red Cross 19 August 1919 for use at the National Soldiers' Home. Returned once more 16 March 1920, *J. Reynor & Son* was turned over to the War Department, Corps of Engineers, 20 April 1920.

J. Richard Ward

James Richard Ward was born in Springfield, Ohio, 10 September 1921, and enlisted in the Navy at Cincinnati 25 November 1940. After basic training, he reported on board *Oklahoma* (BB–37) to lose his life in her during the attack on Pearl Harbor 7 December 1941. The gallant ship was one of the first to be hit, taking three torpedoes soon after the attack began. She listed dangerously; and it was soon apparent that she would capsize. The order was given to abandon ship, but Seaman First Class Ward "remained in a turret holding a flashlight so the remainder of the turret crew could see to escape, thereby sacrificing his own life." For his valor in that dark hour, Ward was posthumously awarded the Medal of Honor.

(DE–243: dp. 1,200; l. 306′; b. 36′7″; dr. 8′7″; s. 21 k.; cpl. 186; a. 3 3″, 2 40mm., 8 20mm., 2 dct., 8dcp. (h.h.); 3 21″ tt.; cl. *Edsall*)

J. Richard Ward (DE–243) was launched by Brown Shipbuilding Co., Houston, Tex., 6 January 1943; sponsored by Miss Marjorie Ward, sister of Seaman First Class Ward; and commissioned 5 July 1943, Lt. T. S. Dunstan in command.

Following shakedown training in waters off Bermuda, *J. Richard Ward* reached Charleston 1 September 1943 where she joined Atlantic convoy escort forces. Steaming between Norfolk and Gibraltar in the months that followed, the ship made three complete convoy voyages in support of the Allied effort in Europe. After training in March 1944, the ship was assigned to a hunter-killer group built around *Tripoli* (CVE–64). Departing New York 15 March, the ships patrolled the Atlantic between the Brazilian coast and the Cape Verde Islands. No German submarines were encountered; and they returned to New York 18 June 1944.

J. Richard Ward was assigned school ship duties at Norfolk during July 1944, and in August was assigned to another hunter-killer group. This unit, headed by *Core* (CVE–13), a veteran of the Battle of the Atlantic, sailed 8 August. After a short training period off Bermuda, the ships began scouring the Atlantic for submarines, making attacks on several sound contacts during August. After replenishing at Argentia, the task group continued operations against German submarines, now greatly reduced in numbers, before returning to New York 9 October. American antisubmarine tactics and skill had once again made the sea-lanes safe.

From October 1944 to January 1945, *J. Richard Ward* performed her tactical mission during pilot qualifications. She sailed again 24 January for antisubmarine patrol in the heavy weather of the north Atlantic, returning 28 March. She was at sea on her final Atlantic cruise when the German surrender came, and returned to New York 11 May 1945.

J. Richard Ward underwent modernization at Boston Navy Yard preparatory to transfer to the Pacific Fleet. She sailed 28 June 1945, for refresher training in the Caribbean, then sailed via the Panama Canal for Hawaii. En route, she received word of the Japanese surrender. After her arrival Pearl Harbor 1 September, the ship screened flight operations with *Tripoli*.

The veteran destroyer escort returned to San Diego 17 October 1945. After transiting the Canal and stopping at Norfolk, she arrived Green Cove Springs, Fla., 13 December 1945. There she decommissioned 13 June 1946, and entered the Reserve Fleet. She is at present berthed in Texas.

J. S. Cullinan, see *Alderamin*

J. Vaud

A former name retained.

(SP–3361: t. 63; l. 101′; 19′8″; dr. 4′6″; s. 10 k.)

J. Vaud (SP–3361), a motor boat, was built in 1907 by Thomas Johnson, Wildwood, N.J., and acquired by the Navy by purchase from her owner, A. L. Dunn of Govans, Md., 27 September 1918.

J. Vaud was not commissioned, but towed to Indian Head Proving Ground, Md., and used for range construction work. She was sold 30 June 1919, to Chesapeake Water Supply Co., Norfolk, Va.

J. W. Wilder

A former name retained.

(Sch)

J. W. Wilder was a British schooner captured about 15 miles east of Mobile Bay entrance 20 January 1862 by Union screw steamer *R. R. Cuyler.* She was condemned and sold to the Navy by the New York prize court 19 May 1863, and used as a tender to ordnance ship *Sportsman* by the West Gulf Blockading Squadron.

J. William Ditter

J. William Ditter was born in Philadelphia 5 September 1888. He received a law degree from Temple University Law School in 1913, following which he taught in the Philadelphia public schools and practiced law. Ditter was selected to Congress from the 17th District of Pennsylvania in 1932, and during his years in Washington served on the House Committee on Appropriations. He also was a member of the subcommittee on Navy Department appropriation bills, and at the time of his death was ranking minority member. Congressman Ditter was a supporter of a strong Navy and vitally interested in its welfare. He was killed in an airplane crash near Lancaster, Pa., 21 November 1943.

(DM–31: dp. 2,200; l. 376′5″; b. 14′; dr. 15′8″; s. 34 k.; cpl. 336; a. 6 5″, 8 20mm., 4 dcp., 2 dct.; cl. *Robert H. Smith*)

J. William Ditter (DM–31) was launched as DD–751 by Bethlehem Shipbuilding Co., Staten Island, N.Y., 4 July 1944; sponsored by Mrs. J. William Ditter, widow of Congressman Ditter; reclassified DM–31 19 July 1944; and commissioned at New York Navy Yard 28 October 1944, Comdr. R. R. Sampson in command.

J. William Ditter completed her shakedown off Bermuda in December. She sailed from Norfolk 13 January 1945, and after transiting the Panama Canal and touching at San Diego arrived Pearl Harbor 10 February.

As the Navy's island-hopping thrust toward Japan reached its climax, *J. William Ditter* sailed 2 March for Eniwetok and Ulithi, departing the latter base 19 March for Okinawa. She arrived 25 March off the critical island, soon to be the scene of the largest amphibious assault of the Pacific war, and began hazardous minesweeping operations. The next day she skillfully dodged a torpedo during an encounter with a Japanese submarine. On 29 March she discovered two suicide boats off Okinawa, and sank one of them with gunfire. By the day of the invasion, 1 April, *J. William Ditter* and her sister minecraft had swept the channels and laid marker buoys, contributing importantly to the success of the initial landing. Next day her duties shifted to convoy escort, as the versatile ship protected transports on night retirement away from Okinawa. On the night of 2 April the ship shot down two bombers, and she continued to come under air attack in the days that followed as the Japanese made a desperate but futile effort to stop the invasion with kamikaze tactics.

J. William Ditter was assigned radar picket duty 12 April, and, subsequently, became the target of heavy air attack. She shot down several planes and assisted with several more until retiring to Kerama Retto 30 April. The ship was soon back on picket duty, however, and engaged in numerous battles with Japanese aircraft. While patrolling with *Harry F. Bauer* and *Ellyson* 6 June, *J. William Ditter* was attacked by a large group of kamikazes. The ship's gun crews downed five of the planes; but a sixth glanced off her No. 2 stack; and another crashed her on the port side near the main deck.

The ship lost all power and suffered many casualties; but valiant damage control kept her afloat until she could be towed by tug *Ute* to Kerama Retto next day. Eventually she was repaired enough to steam to Saipan 10 July and begin the long voyage home. She touched at San Diego and the Canal Zone before arriving New York 12 July 1945. *J. William Ditter* decommissioned there 28 September 1945 and was scrapped in July 1946.

J. William Ditter received one battle star for World War II service.

Jacamar

Any of many species of birds of the subfamily *Galbulinae*, found in tropical forests from Mexico to Brazil.

I

(AMc–47: dp. 185; l. 97′1″; b. 22′; dr. 8′6″; s. 10 k.; cpl. 16; a. 2 .50 cal. mg.; cl. *Accentor*)

The first *Jacamar* (AMc–47), a wooden-hulled coastal minesweeper, was launched by Greenport Basin & Construction Co., Greenport, Long Island, N.Y., 10 March 1941; sponsored by Mrs. Dorothy Scrimshaw; and commissioned 25 June 1941, Lt. (j.g.) S. Yeager in command.

The new minesweeper departed for training at Mine Warfare School, Yorktown, Va., 30 June 1941; and reported for coastal duty with the Atlantic Fleet in July. America's entry into the war in December necessitated an increase in mine protection for vital Atlantic bases, and *Jacamar* steamed from Boston 9 December for duty at Bermuda. She subsequently performed these vital mine warfare functions at Bermuda and in the Caribbean until returning to Norfolk for alterations and new sweeping gear 3 February 1943.

Jacamar returned to Bermuda in March 1943, remaining there during the next crucial year in the Battle of the Atlantic. She sailed for Norfolk 20 April 1944, and upon arrival took up duty as a towing ship for aircraft target practice offshore. *Jacamar* remained on this duty, stationed at Hampton Roads, until arriving New London, Conn., 10 February 1945. *Jacamar* was at New London when the Germans surrendered in May, and arrived New York 6 June 1945. She subsequently engaged in clearing mines in Florida waters before decommissioning at Charleston 6 December 1945. After being briefly laid up in the Wando River, she was turned over to the Maritime Commission and sold in 1947 to O. R. Murphy, Charleston, S.C.

II

The second *Jacamar* (AMCU–25) was originally *LSIL–870* (*q.v.*). She was reclassified and named in 1952; converted and commissioned 12 January 1954.

Jacana

Any of certain wading birds of the family Jacanidae common to the Western Hemisphere.

(MSC–193: dp. 290, l. 44′, b. 28′, dr. 9′, s. 13 k.; cpl. 39, a. 2 20mm.; cl. *Bluebird*)

Jacana (MSC–193) was launched as AMS–193 25 February 1954 by Quincy Adams Yacht Yard, Quincy, Mass.;

sponsored by Mrs. Dorothy M. Deehan; reclassified MSC–193 on 7 February 1955; and commissioned 10 March 1955, Lt. (j.g.) W. W. Jordan in command.

After shakedown, *Jacana* arrived Charleston, S.C., her home port, 28 May 1955; and, during the year, engaged in tactical training and experimental exercises part of the Navy's ceaseless activity to maintain a superior readiness capability that incorporates every modern technological advance. The motor mine sweeper arrived at her new home port, Yorktown, Va., 18 January 1957, and commenced mine warfare exercises in the Chesapeake Bay.

In addition to participating in mine warfare operations, *Jacana* performed important search and rescue missions for downed aircraft and engaged in amphibious exercises off Onslow Beach. She continued in this series of operations until 28 April 1962, when she proceeded to Port Everglades, Fla., for duty with the Naval Ordnance Laboratory Test Facility. After her mine evaluating mission and Caribbean exercises were completed, *Jacana* sailed for Halifax late September to participate in joint American–Canadian maneuvers. The combined exercises are proof of the free world's determination to thwart any Communist thrust toward world conquest. Soon after this exercise, the Cuban crisis brought a showdown with communism. *Jacana* remained on alert through November.

From 1963 into 1967 *Jacana* has operated along the Atlantic coast, engaging in mine exercises, amphibious training, search and rescue operations, and duty with the Naval Mine Defense Laboratory in Florida.

Jaccard

Richard Alonzo Jaccard was born 1 July 1918, in Troy, Mo., and enlisted in the Naval Reserve 29 October 1940. He later underwent flight training and upon graduation was commissioned Ensign 27 September 1941. Reporting to famed carrier *Enterprise* (CV–6) in April 1942, Ens. Jaccard took part 4 June 1942 in one of the most important battles in all naval history, the Battle of Midway. As American carrier groups moved to meet the Japanese thrust at Midway, Jaccard, as part of Scouting Squadron 6, attacked enemy carriers during the morning, knocking out *Akagi* and *Kaga*. That afternoon the squadron carried out another devastating attack, sinking carrier *Hiryu*. For his part in a great victory, Jaccard was awarded the Navy Cross. Following further missions with Scouting Squadron 6, Jaccard was transferred to

USS *Jacana* (MS–193) at Hampton Roads, Va., 23 July 1964

Bombing Squadron 6 in *Wasp* (CV–7). While supporting the Guadalcanal campaign from the carrier, Ens. Jaccard was killed when *Wasp* was torpedoed and sunk 15 September 1942.

(DE–355: dp. 1,350; l. 306′; b. 36′8″; dr. 9′5″; s. 24 k.; cpl. 186; a. 2 5″, 4 40 mm., 10 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *John C. Butler*)

Jaccard (DE–355) was launched by Consolidated Steel Corp., Ltd., Orange, Tex., 18 March 1944; sponsored by Mrs. C. R. Jaccard, mother of Ensign Jaccard; and commissioned 26 July 1944, Lt. Comdr. C. R. Hamilton in command.

Following shakedown training out of Bermuda, the new destroyer escort sailed to Boston for the installation of new electronic equipment. She departed 29 September for Norfolk to join her escort division and after a battle problem off the Virginia Capes escorted a convoy back into Hampton Roads. *Jaccard* then sailed 21 October, transited the Panama Canal, and touched at many of the Navy's south Pacific bases before arriving Hollandia 28 November 1944. After several days of antisubmarine training, she steamed to Leyte, arriving 21 December, and there underwent her first air attack. In the months that followed the destroyer escort operated as a convoy escort from Hollandia, Manus, and the Palaus to Leyte as Allied forces pressed forward in the conquest of the Philippines. *Jaccard* remained on this duty, escorting a total of eleven convoys of vitally needed supplies, until joining a hunter-killer group 18 March 1945, west of the Philippines. During the next 2 months she also escorted American submarines to and from Subic Bay.

In May *Jaccard* returned to escort duty out of Leyte Gulf, but steamed back to the waters off Manila 22 June to patrol and escort submarines. She remained on this duty until after the end of organized fighting, and then began escort duty between Manila and Okinawa 30 August 1945. Early in 1946 the veteran ship began operating as escort and mail ship between the Philippines and ports in China and Korea in support of American troops remaining in these strategic countries to preserve stability. She sailed 26 April 1946 for the United States, and arrived 16 June. After a period of training operations off the West Coast, *Jaccard* decommissioned at Puget Sound Navy Yard 30 September 1946, and joined the Pacific Reserve Fleet, Bremerton, Wash., where she remains.

Jaccard received one battle star for World War II service.

Jack

Any of various fishes—young pike, green pike or pickerel, or large California rockfish.

I

(SS–259: dp. 1,526; l. 311′9″; b. 27′3″; dr. 15′3″; s. 20 k.; cpl. 60; a. 10 21″ tt., 1 3″, 2 .50 cal., 2 .30 cal.; cl. *Gato*)

The first *Jack* (SS–259) was launched by Electric Boat Co., Groton, Conn., 16 October 1942; sponsored by Mrs. Frances Seely; and commissioned at New London, Conn., 6 January 1943, Comdr. T. M. Dykers in command.

Jack underwent shakedown training along the New England coast, sailing from New London 26 April 1943 for service in the Pacific. Reaching Pearl Harbor 21 May, the submarine took on supplies and departed on her first offensive war patrol 5 June 1943. Taking part in a submarine offensive against Japan, she patrolled off Honshu. *Jack* came upon a five-ship convoy 26 June and in a series of five well-executed attacks sank 4,000-ton passenger-cargo ship *Toyo Maru* and 6,000-ton cargo ship *Shozan Maru*. In attempting to torpedo a third ship, the submarine was shaken by an aerial torpedo; but the alert crew corrected her dangerous diving angle and effected repairs. On Independence Day 1943, *Jack* began to track smoke on the horizon and soon detected *Nikkyo Maru* with an escort. The submarine sent the cargo ship under with three torpedoes and returned to Pearl Harbor for repairs 19 July 1943.

Jack's second war patrol (5 September–10 October) brought no opportunities for attack as engineering difficulties forced her to return prematurely to Pearl Harbor.

On her third war patrol the submarine proceeded westward from Pearl Harbor to the South China Sea 16 January 1944. Prowling the pivotal Singapore-Japan shipping lanes, she encountered five large oil tankers with three escorts early 19 February. Jack reached attack position at about 0440 and fired three torpedoes, scoring one hit. She then began a long circling maneuver designed to bring her in front of the remaining four tankers; and late in the afternoon of 19 February she was again ready to attack. Two torpedoes sank two more of the frantically zigzagging ships; and *Jack* moved in on the trailing tanker. Her first spread of torpedoes missed and the tanker replied with a 5″ salvo; but *Jack* returned 3 hours later to sink her with four well-placed torpedoes. In this remarkable series of attacks the submarine sank four tankers, all over 5,000 tons—*Kokuie Maru*, *Nanei Maru*, *Nichirin Maru*, and *Ichiyo Maru*. After several more attacks *Jack* set course for Fremantle, Australia, her new base, where she arrived 13 March 1944.

Departing Australia 6 April 1944, *Jack* returned to the South China Sea for her fourth war patrol. She chased a long convoy through the afternoon of 25 April, and shortly after midnight next day attacked, sinking *Yoshido Maru* and damaging two others. She also sank a radio-equipped trawler, *Daisun*, 27 April with gunfire before returning to Fremantle 10 May 1944.

Jack steamed out of Fremantle for her fifth war patrol 4 June 1944, again returning to Japan's important lifelines in the South China Sea. Early 24 June she made an approach on a large convoy and fired three torpedoes, sinking a large tanker, *San Pedro Maru*, before being forced to retire by escorting aircraft. Five days later she came upon another large convoy, and by early 30 June was in a position to attack. Three successive attacks sent cargo ships *Matsukawa Maru* and *Tsukushima Maru* to the bottom. *Jack* returned to Fremantle 14 July 1944. For her highly successful and aggressive first, third, and fifth war patrols, the submarine was awarded the coveted Presidential Unit Citation.

The submarine turned to the Celebes Sea for her sixth war patrol, and sailed 6 August 1944. Attacking a convoy 28 August, she sank a small minesweeper and started in pursuit of a cargo ship. After her torpedo missed and she was raked with gunfire by her adversary, *Jack* deftly evaded the attacker and returned later to sink the Japanese ship, *Mexico Maru*. She arrived Fremantle following this patrol 24 September 1944.

Jack sailed from Fremantle once more 27 October 1944, bound for the South China Sea. She attacked a coastal convoy 14 to 15 November, sinking cargo ships *Nichiei Maru* and *Yuzan Maru* before shallow water forced her to break off the fight. The attrition of Japanese shipping was beginning to tell; and the ship found no more opportunities before ending her patrol at Pearl Harbor 24 December 1944. From there she returned to San Francisco for a major overhaul.

The veteran submarine returned to Pearl Harbor 1 April 1945, and departed on her eighth war patrol 26 April. With most Japanese shipping sunk or reluctant to venture into the sea lanes, her major job was to act as lifeguard for the massive carrier strikes and bomber missions on the Japanese mainland. The submarine returned to Guam for refit 18 June and set out again 12 July for her ninth and last war patrol. Stationed between Luzon and Okinawa, she again performed lifeguard duty until the Japanese surrender 15 August 1945. Her ninth patrol ended at Midway 29 August.

Jack sailed for the United States 5 September 1945, steaming via Pearl Harbor and the Canal Zone to New York 3 October 1945. She decommissioned at New London 8 June 1946, and was placed in the Atlantic Reserve Fleet. She recommissioned briefly 20 December 1957, to prepare for transfer to the government of Greece and

after training operations was loaned to the Royal Hellenic Navy 21 April 1958. She serves as HHMS *Amfitriti* (S–09).

In addition to her Presidential Unit Citation, *Jack* received seven battle stars for World War II service. All patrols, except for her second and ninth, were designated successful.

II

(SS(N)–605: dp. 3,968 (surf.); l. 278'; b. 31'7"; dr. 25'4"; s. classified; cpl. 95; a. 4 tt.; cl. *Thresher*)

The second *Jack* (SSN–605) was laid down 16 September 1960 by Naval Shipyard, Portsmouth, N.H.; launched 24 April 1963; sponsored by Mrs. Leslie R. Groves, wife of Lieutenant General Groves, head of the Manhattan Project; and commissioned 31 March 1967, Comdr. L. T. Urbanczyk in command.

She then joined the Atlantic Fleet and operates out of New London, Conn., as one of the Navy's fast and versatile nuclear submarines, a mighty weapon helping to assure the United States control of the seas.

Jack C. Robinson

Jack C. Robinson was born in Blue Ridge, Ga., 22 September 1922, and enlisted in the Marine Corps 12 December 1941. After basic training, he was assigned to a unit scheduled to take part in the Guadalcanal campaign, America's first amphibious operation of the war. During the bitter fighting 23 October 1942 in the Matanikau River area, Pfc. Robinson risked his life to repair damaged communications lines vital to the survival of his unit, earning the Silver Star for his gallantry. Robinson was wounded in the action, however, and died 25 October 1942.

(APD–72: dp. 1,390; l. 306'; b. 37'; dr. 12'7"; s. 24 k.; cpl. 204; a. 1 5", 6 40mm., 6 20mm., 2 dct.; cl. *Crosley*)

Jack C. Robinson (APD–72) was launched by Dravo Corp., Pittsburgh, Pa., 8 January 1944 as DE–671; sponsored by Mrs. Clem F. Robinson, mother of Pfc. Robinson; reclassified APD–72 on 27 June 1944; converted to a high-speed transport, and commissioned 2 February 1945, at Orange, Tex., Lt. Comdr. W. W. Bowie in command.

After shakedown in the Caribbean, *Jack C. Robinson* departed Norfolk 31 March to join the Pacific Fleet, arriving San Diego 14 April 1945. Ten days later she arrived Pearl Harbor to begin a month of intensive training. Arriving Ulithi 21 May, the ship took up duty as an escort vessel for the massive supply convoys between staging bases and the forward areas. In June she moved to Okinawa for antisubmarine patrol offshore, departing 17 July to take up similar duty in the Philippines.

After the end of the Pacific War, *Jack C. Robinson* engaged in convoy duties supporting the Allied occupation of Japan and her former empire before returning via the Panama Canal to Norfolk early in 1946. After exercises in the Caribbean the ship returned to Brooklyn 24 May 1946 for extensive repairs. She was towed to Green Cove Springs, Fla., arriving 30 October 1946, and decommissioned 13 December. *Jack C. Robinson* entered the Reserve Fleet at Orange, Tex. *Jack C. Robinson* was struck from the Navy List 1 December 1966 and sold to Chile under the Military Assistance Program.

Jack C. Robinson received one battle star for World War II service.

Jack Miller

Jack Miller, born in Dallas, Tex., 2 April 1920, served in the Marine Corps Reserve as a Second Lieutenant from 19 May to 31 October 1941. Commissioned First Lieutenant, USMC, at Quantico, Va., 1 November 1941, he volunteered for "Carlson's Raiders" and went to the Pacific. On 3 December 1942, as commanding officer of a platoon which had the point at Guadalcanal, he daringly led a flank attack on a strong enemy combat patrol engaged by his battalion at the summit of the hill. Realizing the advance of his platoon was being held up by hostile machine gun fire, he dauntlessly led the assault on the Japanese gun position, acquiring wounds from which he died the following day. Lt. Miller was posthumously awarded the Navy Cross.

(DE–410: dp. 1,350; l. 306'; b. 36'8"; dr. 13'4"; s. 24 k.; cpl. 222; a. 2 5", 4 40mm., 10 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21" tt.; cl. *John C. Butler*)

Jack Miller (DE–410) was launched 10 January 1944, by Brown Shipbuilding Co., Houston, Tex.; sponsored by Mrs. Henry S. Millr, mother of Lt. Miller; and commissioned 13 April 1944, Lt. Comdr. J. W. Whaley in command.

After shakedown along the East Coast and in the Gulf of Mexico, *Jack Miller* sailed from Norfolk 13 June, arriving Pearl Harbor 12 July via the Canal Zone and San Diego. After more intensive training out of Pearl Harbor, she departed 24 July screening a convoy to Eniwetok, where she arrived 2 August. The remainder of the month was spent on patrol and convoy duty. *Jack Miller* sailed from Eniwetok 2 September and, after escorting a convoy to Saipan, took up harbor patrol duty there. Antisubmarine patrols, convoy screening, and escort duty kept *Jack Miller* busy for the next 9 months. During this period she sank five mines.

In June and July, *Jack Miller* screened fueling groups in support of the Okinawa operation. After the war, she operated out of Japan before returning to San Diego 5 November 1945. *Jack Miller* remained at San Diego until decommissioning there 1 June 1946, and joining the Stockton Group, Pacific Reserve Fleet, where she remains.

Jack Miller received two battle stars for World War II service.

Jack W. Wilke

Jack Winton Wilke was born in Covina, Calif., 13 June 1919, and enlisted in the Naval Reserve 13 January 1941. After undergoing flight training, he was commissioned Ensign 1 November 1941. Wilke was first assigned to a patrol squadron, but later reported to Torpedo Squadron 8 on board *Hornet* in the Pacific. In the pivotal Battle of Midway, 4 and 5 June 1942, he joined his squadron in attacking the Japanese invasion force without air cover, and "pressed home his attack in the face of withering fire from enemy Japanese fighters and antiaircraft batteries." All the planes and all the flyers but one, Ens. George H. Gay, of this gallant squadron were lost; but their attack had diverted Japanese fighters from dive bombing attacks which might have prevented the eventual U.S. Navy victory. Ens. Wilk received the Navy Cross posthumously for his heroism.

(DE–800: dp. 1,400; l. 306'; b. 36'10"; dr. 9'5"; s. 24 k.; cpl. 186; a. 3 3", 4 1.1", 10 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21" tt.; cl. *Buckley*)

Jack W. Wilke (DE–800) was launched by Consolidated Steel Corp., Orange, Tex., 18 December 1943; sponsored by Mrs. Joe H. Wilke, mother of Ens. Wilke; and commissioned 7 March 1944, Lt. Comdr. R. D. Lowther in command.

After shakedown, *Jack W. Wilke* spent several months on vital convoy escort duty from American ports to Britain, the Mediterranean, and finally to northern France. In this capacity she helped bring about the enormous buildup which eventually sealed the fate of the Axis. From 5 December 1944 to May 1945, the ship operated with a hunter-killer group in the Newfoundland-Nova Scotia area; and, upon the surrender of Germany, she moved to Norfolk to serve as a weather reporting and air-sea rescue vessel.

Jack W. Wilke sailed 4 June 1945 for Miami and operated as a sonar training ship there until 18 July. In September she underwent overhaul at New York Navy Yard in preparation for her new role as an experimental antisubmarine ship. Sailing 7 January 1946, *Jack W. Wilke* commenced operations out of Key West. During the years that followed, she carried out experiments in both

tactics and sound equipment off Key West and on occasional cruises to the Caribbean, contributing importantly to the Navy's scientifically advanced, antisubmarine-warfare capability.

The ship's schedule of experimental operations was interrupted on New Year's Day 1959 by the triumph of Castro's forces in Cuba; and *Jack W. Wilke* steamed to Havana with other ships to help stabilize the situation and to protect American lives and property. During the remainder of the year, she operated off Key West and Norfolk on training operations, and took part in a special good-will cruise to Panama in October during a Caribbean training period. Returning to Key West, the ship decommissioned 24 May 1960, and entered the Atlantic Reserve Fleet. At present she is berthed at Philadelphia.

Jackal

A wild dog of the Old World, resembling a wolf.

(Sch: t. 47; cpl. 31; a. 3 guns)

Jackal, sometimes spelled *Jackall*, was one of eight schooners which Commodore David Porter purchased at Baltimore in January 1823 for service in the "Mosquito Fleet" being established for action against pirates in the West Indies. *Jackal*, commanded by Lt. T. H. Stevens, sailed from Norfolk with sloop of war *Peacock*, steam galliot *Sea Gull*, and other schooners 14 February and arrived St. Thomas 3 March. Porter's efforts to secure the cooperation of the Governor of Puerto Rico were thwarted when a Spanish battery at San Juan fired on *Fox*, killing her commander, as she entered the harbor carrying a message.

Porter then divided his fleet to scour the coasts of Hispaniola, Cuba, and part of Yucatan for buccaneers. In this operation *Jackal*, *Fox*, *Gallinipper*, and *Mosquito* were assigned to the northwestern coast of Cuba, where they searched each bay, inlet, and key and escorted merchantmen through the dangerous waters. The flotilla captured *Pilot*, a fast sailing schooner, off Norfolk, which the pirates had taken only 8 days before. About the same time they destroyed three pirate schooners and several of their bases.

In August operations were interrupted by an epidemic of yellow fever in the fleet which forced Porter to take most of his vessels north where more healthful conditions prevailed. When the epidemic had passed, *Jackal* returned to the West Indies to resume her vigilant patrolling of waters previously infested by pirates but now comparatively safe and peaceful. The freebooters had suffered so severely at the hands of Porter's flotilla that they had all but abandoned operations at sea for less dangerous raids upon settlements ashore.

Fleet Admiral Chester W. Nimitz in USS *Jack W. Wilke* (DE–800) 5 November 1946

When yellow fever broke out again in the summer of 1824, *Jackal* once more sailed north. Back in the West Indies on patrol off Cuba, *Jackal* rescued survivors of *Ferret* after her sister schooner had capsized in a gale 4 February 1825. Shortly thereafter *Jackal*, seriously in need of repair, was sold.

Jackdaw

A common crow-like bird, easy to tame, that is noted for pilfering small articles.

YMS–373, commissioned 29 April 1944 (*q.v.*), was reclassified AMS–21 and given the name *Jackdaw* 17 February 1947.

Jackdaw (AM–368), an *Admirable*-class minesweeper, was under construction by Puget Sound & Dredging Co., Seattle, Wash., but was cancelled 6 June 1944.

Jackdaw (AM–402), an *Admirable*-class minesweeper, was under construction at Defoe Shipbuilding Co., Bay City, Mich., but was cancelled 12 August 1945.

Jackie Boy, see *YP–295*

Jackie Joe, see *YP–163*

Jackie Sue, see *Parrakeet* (AMC–34)

Jackson, Nellie, see *Nellie Jackson* (SP–1459)

Jackson, President, see *President Jackson* (AP–37)

Jackson, President, see *Zeilin*

Jacob Bell

(SwStr: t. 229; l. 141′3″; b. 21′; dph. 8′1″; a. 1 8-inch D. sb., cpl. 49; 1 32-pdr.)

Jacob Bell, a sidewheel steamer built at New York City in 1842, was purchased at New York from O. T. Glover and F. R. Anthony 22 August 1861; and commissioned the same day, Lt. Edward P. McCrea in command.

Jacob Bell immediately sailed for the Potomac, where the following day she joined steamer *Ice Boat* in shelling a Confederate battery at the mouth of Potomac Creek. She remained in the Potomac enforcing the blockade of the Virginia coast, reconnoitering along the shore of the Potomac and in its tributaries for Confederate fortifications and shelling any batteries found.

In April 1862 *Jacob Bell* accompanied five other Union ships to the Rappahannock River to gather information for Major General George B. McClellan, who was then launching his Peninsular Campaign and pondering over potential advantages of a second beachhead. The Union ships ascended the Rappahannock to Tappahannock (Urbana), Va., 50 miles by land from Richmond.

Jacob Bell became even more closely involved in the affairs of General McClellan's Army of the Potomac when she was transferred to the North Atlantic Blockading Squadron for duty on the James River. She arrived Hampton Roads 28 May and the following day proceeded with *Mahaska* to Fort Powhatan. A party which went ashore 30 May found no evidence that the forts had been occupied. The next day *Aroostook* joined the two ships in ascending the James to a point 3 miles below Drewry's Bluff, finding no obstructions or batteries on the passage but suffering some annoyance from riflemen on the left bank. The three ships promptly returned to their anchorage off Turkey Island.

A message from General McClellan, who was then fighting the Battle of Seven Pines, arrived a few minutes past midnight 2 June, requesting support from the Navy. *Jacob Bell*, accompanied by five other ships stood up stream at dawn but was prevented from reaching Richmond by carefully-prepared obstructions at Drewry's Bluff. Nevertheless, the Navy wisely remained in the upper James, where its support a month later saved the Army of the Potomac from destruction at the end of Lee's masterful Seven Days Campaign.

Meanwhile, *Jacob Bell* labored tirelessly in support of the Union cause, engaging batteries and pickets ashore, reconnoitering tributaries in hostile territory, and maintaining communications along the river. She continued this valuable service until transferred back to the Potomac Flotilla, departing Fort Monroe for Washington 2 September.

For the remainder of the war, *Jacob Bell* was primarily concerned with the defense of Washington—alternately serving in the Potomac and the Rappahannock according to the ebb and flow of the titanic struggle between General Lee and the Army of the Potomac. All the while, her duties as a blockader were discharged with skill and devotion. She captured *C. F. Ward*, a metal lifeboat with a contraband cargo 17 October and destroyed two schooners 4 November while on a reconnaissance mission up Nomini Creek, Va. On 23 August 1863, she caught schooner *Golden Leaf* trying to slip into Rosier's Creek, Va., with a cargo of sugar. Two more ships were taken in 1864.

In between prizes, blockade duty was varied by shelling batteries along the shore and landing boat parties to destroy Confederate property. Always busy until the South's defeat, *Jacob Bell* decommissioned at Washington Navy Yard 13 May 1865, and was lost at sea 6 November while being towed by *Banshee* toward New York.

Jacob Jones

Jacob Jones was born near Smyrna, Del., in March 1768. Appointed Midshipman 10 April 1799, he served in *United States* during the quasi-war with France. In 1803 he sailed in frigate *Philadelphia* to the Barbary coast. On 31 October, when *Philadelphia* ran aground near Tripoli harbor, Jones was captured by the Tripolitans and held prisoner for 20 months. Upon his return to the United States, he served in *Adams* and *Argus* and on 4 June 1810 took command of sloop *Wasp*.

After the outbreak of war with England, *Wasp* captured brig *Dolphin* 13 October 1812; and defeated British ship-of-war *Frolic* in a bitter struggle off the Delaware capes on the 18th. Commissioned Captain 3 March 1813, Jones then commanded *Macedonian* and later in the war rendered valuable service to Commodore Chauncey on Lake Ontario.

Upon the return of peace with England, he again commanded *Macedonian*, joined the Mediterranean Squadron under Commodore Decatur, and took part in securing lasting peace with the Barbary powers. Captain Jones assumed command of the Mediterranean Squadron in 1821; and in 1824 he was appointed to the Board of Navy Commissioners. Two years later he became commander of the U.S. Naval Forces in the Pacific. At the time of his death, 3 August 1850, Commodore Jones was the commandant of the Naval Asylum in Philadelphia.

I

(DD–61: dp. 1,150; l. 315′3″; b. 30′7″; dr. 9′9″; s. 30 k.; cpl. 99; a. 4 4″, 8 21″ tt.; cl. *Tucker*)

The first *Jacob Jones* (DD–61) was laid down 3 August 1914 by New York Shipbuilding Corp., Camden, N.J.; launched 29 May 1915; sponsored by Mrs. Jerome Parker Crittendon, great-granddaughter of Jacob Jones; and

commissioned 10 February 1916, Lt. Comdr. W. S. Pye in command.

After shakedown, *Jacob Jones* began training exercises off the New England coast until entering the Philadelphia Navy Yard for repairs. Upon the outbreak of war between the United States and Germany 6 April 1917, *Jacob Jones* patrolled off the Virginia coast before departing Boston for Europe 7 May.

Arriving Queenstown, Ireland, 17 May, she immediately began patrol and convoy escort duty in waters off the United Kingdom. On 8 July she picked up 44 survivors of the British steamship *Valetta*, the victim of a German U-boat. Two weeks later, while escorting British steamship *Dafila*, *Jacob Jones* sighted a periscope; but the steamship was torpedoed before an attack on the submarine could be launched. Once again a rescue ship, *Jacob Jones* took on board 25 survivors of the stricken *Dafila*.

Throughout the summer the destroyer escorted supply-laden convoys and continued rescue operations in submarine-infested waters. On 19 October she picked up 305 survivors of torpedoed British cruiser *Orama*. After special escort duty between Ireland and France, she departed Brest, France, 6 December on her return run to Queenstown. At 1621, as she steamed independently in the vicinity of the Isles of Scilly, her watch sighted a torpedo wake about a thousand yards distant. Although the destroyer maneuvered to escape, the high-speed torpedo struck her starboard side, rupturing her fuel oil tank. The crew worked courageously to save the ship; but as the stern sank, her depth charges exploded. Realizing the situation hopeless, Comdr. Bagley reluctantly ordered the ship abandoned. Eight minutes after being torpedoed, *Jacob Jones* sank with 64 men still on board.

The 38 survivors huddled together on rafts and boats in frigid Atlantic waters off the southwest coast of England. Two of her crew were taken prisoner by attacking submarine *U–53* commanded by Kapitan Hans Rose. In a humanitarian gesture rare in modern war, Rose radioed the American base at Queenstown the approximate location and drift of the survivors. Throughout the night of 6 to 7 December British sloop-of-war *Camellia* and British liner *Catalina* conducted rescue operations. By 0830 the following morning HMS *Insolent* picked up the last survivors of *Jacob Jones*.

II

(DD–130: dp. 1,090; l. 314'5"; 31'8"; dr. 8'8"; s. 35 k.; cpl. 113; a. 4 4", 2 3" cal. mg., 12 21" tt.; cl. *Wickes*)

The second *Jacob Jones* (DD–130) was laid down 21 February 1918 by the New York Shipbuilding Corp., Camden, N.J., 20 November 1918; sponsored by Mrs. Cazenove Doughton, great-granddaughter of Commodore Jacob Jones; and commissioned 20 October 1919 at the Philadelphia Navy Yard, Lt. Comdr. P. H. Bastedo in command.

After fitting out at Pbiladelphia, *Jacob Jones* sailed 4 December for shakedown in the Atlantic. She arrived Pensacola, Fla., 22 December to continue her training and departed 3 January 1920 for the Pacific. Arriving San Diego 26 January, she operated along the California coast on antiaircraft and firing exercises. She entered Mare Island Navy Yard 17 August for repairs and overbaul and assumed a reserve status. Returning to duty with Destroyer Force, Pacific Fleet, 18 June 1921, sbe operated out of San Diego until decommissioning 24 June 1922.

Recommissioned 1 May 1930, *Jacob Jones* trained in coastal waters from Alaska to Mexico as a plane guard for the Navy's budding aircraft carriers. Following Battle Fleet maneuvers during August, she entered Mare Island in November for repairs. The destroyer sailed 4 February 1931 for Panama, where she resumed plane guard duty for *Langley* (CV–1). *Jacob Jones* transited the Panama Canal 22 March and sailed for maneuvers in the Caribbean. She sailed for the United States 1 May and took part in joint Army-Navy maneuvers in the Chesapeake Bay 26 to 29 May. During the remainder of the summer, she operated with Destroyer Division 7 along the New England coast before retiring to the Boston Navy Yard 2 October for overhaul.

Jacob Jones steamed from Boston 1 December for maneuvers off Haiti. On 13 February 1932 she departed the Caribbean to begin 13 months of plane guard duty and torpedo practice along California. She returned to Guantanamo, Cuba, 1 May 1933 for general drill and battle problem exercises, and on the 26th she sailed for Norfolk to undergo self-upkeep on rotating reserve.

Following 2 months of overhaul at Charleston, *Jacob Jones* returned to Guantanamo 29 November for scouting and firing exercises. She interrupted her maneuvers 29 June 1934 and sailed for Port au Prince, Haiti, where she served as an escort during President Roosevelt's "Good Neighbor" visit to Haiti. She resumed Caribbean operations in July and participated in landing force exercises at Guantanamo during September. She retired from the Caribbean late in November and entered Norfolk Navy Yard 3 December 1934 for several months of upkeep.

In May 1935 *Jacob Jones* embarked midshipmen from the Naval Academy for an Atlantic training cruise. She returned to Norfolk 7 June for 3 months of coastal patrols and maneuvers. She steamed to New York in September to participate in destroyer maneuvers and operated out of New York until entering Brooklyn Navy Yard January 1936 for upkeep and inspection.

On 15 June 1936, *Jacob Jones* departed New York with reserve officers on board for training cruises in the Caribbean which continued through September. In October she participated in joint Army-Navy coastal maneuvers; and, following her annual inspection at Norfolk, she participated in minesweeping training during February 1937. In March she trained officers of the 5th Fleet Reserve and in June she resumed training cruises for midshipmen. She continued to operate as a practice ship for reserve officers until 15 January 1938 when she departed Norfolk for fleet landing exercises and battle maneuvers in waters off Puerto Rico and the Virgin Islands. *Jacob Jones* returned to Norfolk 13 March for overhaul. In June she resumed operations out of Norfolk, serving as a carrier plane guard and conducting torpedo and gunnery practice.

After attending the Presidential Regatta in September, *Jacob Jones* prepared to sail for Europe to join Squadron 40–T in the Mediterranean. Organized in September 1936 to protect and evacuate Americans from Spain during the civil war, the squadron remained in the western Mediterranean cultivating friendly relations with European nations while protecting American interests. Departing Norfolk 26 October, *Jacob Jones* reached Gibraltar 6 November, and arrived Villefranche 17 November. She operated out of that French Mediterranean port on patrol until 20 March 1939. She visited Algiers 24 to 25 March 1939 and, during the next 7 months, steamed to various Atlantic European ports from Rotterdam to Lisbon. Departing Lisbon 4 October, she sailed for the United States and anchored at Norfolk the 14th.

Resuming her coastal operations, *Jacob Jones* conducted plane screening patrols from Norfolk to Newport, and in December she escorted *Seadragon* (SS–194) during the new submarine's Caribbean shakedown.

After 2 months of upkeep and inspection at Norfolk, *Jacob Jones* sailed for Charleston 4 April 1940 to join the Neutrality Patrol. Organized in September 1939 as a response to the war in Europe, the Neutrality Patrol was ordered to track and report the movements of any warlike operations of belligerents in the waters of the Western Hemisphere. The basic purpose of the patrol "was to emphasize the readiness of the United States Navy to defend the Western Hemisphere." In June, after 2 months of duty with the Neutrality Patrol, *Jacob Jones* returned to training midshipmen.

In September, *Jacob Jones* departed Norfolk for New London, Conn., where her crew underwent intensive ASW sound school training. Returning briefly to Norfolk 6 December, she sailed to Key West for further ASW training. She resumed her operations with the Neutrality Patrol in March 1941, patrolling the waters from Key

West to Yucatan Channel. In May she joined the ships which guarded the waters of Vichy-controlled islands, Martinique and Guadeloupe in the Lesser Antilles. *Jacob Jones* maintained her Caribbean operations throughout the summer.

On 30 September 1941 she departed Guantanamo with Destroyer Division 54 to prepare for escort duty in the North Atlantic. *Jacob Joncs* received 2 months of upkeep and inspection at Norfolk and on 1 December 1941 departed for convoy escort training along the New England coast. Clearing Boston Harbor 12 December, she sailed to Argentia, Newfoundland, to begin her escort duty. On 16 December she escorted *Mackerel* (SS–204) and *S–33* (SS–138) through heavy seas to Boston and returned to Argentia the 24th. *Jacob Jones* once again departed Argentia 4 January 1942 escorting *Albatross* (AM–71) and *Linnet* (AM–76). While steaming to join Convoy SC–63, bound for the British Isles, *Jacob Joncs* made an underwater contact and commenced a depth charge attack. Losing contact with the submarine, she escorted her ships to the convoy and returned to Argentia 5 January.

Sailing from Argentia 14 January 1942, *Jacob Jones* joined Convoy HX–169, which was headed for Iceland. The convoy encountered a violent storm; heavy seas and winds of force 9 acattered its ships' convoy. Separated from the convoy, *Jacob Jones* steamed independently for Hvalfjordur, Iceland. Though hampered by a shortage of fuel, an inoperable gyro compass, an erratic magnetic compass, and the continuous pounding of the storm, *Jacob Joncs* arrived on the 19th. Five days later, she escorted three merchant ships to Argentia. Once again heavy seas and fierce winds separated the ships; and *Jacob Jones* continued toward Argentia with one Norwegian merchantman. She detected and attacked another submarine 2 February 1942, but her depth charges yielded no visible results.

Arriving Argentia the 3d, she departed the following day and rejoined Convoy ON–59, bound for Boston. Reaching Boston 8 February, *Jacob Jones* received a week of repairs. She sailed on the 15th for Norfolk and 3 days later steamed from Norfolk to New York.

In an effort to stem the losses to Allied merchant shipping along the Atlantic coast, Vice Admiral Adolphus Andrews, Commander of the Eastern Sea Frontier, established a roving ASW patrol. *Jacob Jones*, Lt. Comdr. Hugh P. Black in command, departed New York 22 February for this duty. While passing the swept channel off Ambrose Light Ship, *Jacob Jones* made a possible submarine contact and attacked immediately. For 5 hours *Jacob Jones* ran 12 attack patterns, dropping some 57 depth charges. Oil slicks appeared during the last six attacks but no other debris was detected. Having expended all her charges, *Jacob Jones* returned to New York to rearm. Subsequent investigation failed to reveal any conclusive evidence of a sunken submarine.

On the morning of 27 February, *Jacob Jones* departed New York harbor and steamed southward along the New Jersey coast to patrol and search the area between Barnegate Light and Five Fathom Bank. Shortly after her departure, she received orders to concentrate her patrol activity in waters off Cape May and the Delaware Capes. At 1530 she spotted the burning wreckage of tanker *R. P. Resor*, torpedoed the previous day east of Barnegat Light; *Jacob Jones* circled the ship for 2 hours searching for survivors before resuming her southward course. Cruising at a steady 15 knots through calm seas, she last reported her position at 2000 and then commenced radio silence. A full moon lit the night sky and visibility was good; throughout the night the ship, completely darkened without running or navigation lights showing, kept her southward course.

At the first light of dawn 28 February 1942, undetected German submarine *U–578* fired a spread of torpedoes at the unsuspecting destroyer. The deadly "fish" sped unsighted and two "or possibly three" struck the destroyer's port side in rapid succession.

According to her survivors, the first torpedo struck just aft of the bridge and caused almost unbelievable damage. Apparently, it exploded the ship's magazine; the resulting blast sheered off everything forward of the point of impact, destroying completely the bridge, the chart room, and the officers' and petty officers' quarters. As she stopped dead in the water, unable to signal a distress message, a second torpedo struck about 40 feet forward of the fantail and carried away the after part of the ship above the keel plates and shafts and destroyed the after crew's quarters. Only the midships section was left intact.

All but 25 or 30 officers and men, including Lt. Comdr. Black, were killed by the explosions. The survivors, including a badly wounded, "practically incoherent" signal officer, went for the lifeboats. Oily decks, fouled lines and rigging, and the clutter of the ship's strewn twisted wreckage hampered their efforts to launch the boats. *Jacob Jones* remained afloat for about 45 minutes, allowing her survivors to clear the stricken ship in four or five rafts. Within an hour of the initial explosion *Jacob Joncs* plunged bow first into the cold Atlantic; as her shattered stern disappeared, her depth charges exploded, killing several survivors on a nearby raft.

At 0810 an Army observation plane sighted the life rafts and reported their position to *Eagle 56* of the Inshore Patrol. By 1100, when strong winds and rising seas forced her to abandon her search, she had rescued 12 survivors, one of whom died en route to Cape May. The search for the other survivors of *Jacob Joncs* continued by plane and ship for the next 2 days; but none were ever found.

III

(DE–130: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3", 6 40mm. AA, 10 20mm. AA, 3 21" tt., 2 dct., 9 dcp.; cl. *Edsall*)

The third *Jacob Jones* (DE–130) was laid down 26 June 1942 by the Consolidated Steel Corp., Ltd., Orange, Tex.; launched 1 November 1942; sponsored by Mrs. L. W. Hesselman; and commissioned 29 April 1943, Lt. Comdr. Walton B. Hinds, in command.

After fitting out, *Jacob Jones* sailed 13 May for shakedown in Bermuda waters and arrived Charleston 7 July. On the 18th she steamed to Newport to prepare for convoy duty. A week later she sailed with a convoy of Coast Guard cutters and Navy ships, which steamed to North Africa to support Allied operations in the Mediterranean. While escorting this convoy, *Jacob Jones* made her first antisubmarine attack 7 August firing 13 depth charges in two attacks. She arrived Casablanca, French Morocco, 13 August; a week later she departed with Task Force 64 escorting a convoy bound back to the United States.

Arriving New York 5 September, *Jacob Joncs* underwent inspection and on the 16th departed for ASW convoy training with *Hammann* (DE–131) and *Robert E. Peary* (DE–132) at Casco, Maine. She sailed for Norfolk 21 September and on the 25th joined Convoy UGS–19 headed for North African waters off Casablanca. Arriving 12 October, *Jacob Joncs* conducted ASW patrols before departing for Gibraltar to join a westbound convoy the 19th. She arrived Norfolk 6 November with the southern section of the convoy, then departed for 10 days of repairs at Brooklyn Navy Yard. On the 23d she joined a 64-ship Norfolk-to-Casablanca convoy. Upon her arrival 10 December, she patrolled waters off the coast of Africa for a week before returning to the United States with Convoy GUS–24.

Following repairs at New York and refresher training at Casco, *Jacob Joncs* joined *Card* (CVE–11) off Cape Henry 24 January 1944. At that time the escort carrier was busy carrying troops and aircraft to Europe as part of the mighty Allied buildup for the forthcoming invasion of Normandy. Returning to Norfolk 1 March, she resumed duty escorting convoys to England.

Jacob Joncs departed New York 28 March 1944 and joined five other DEs escorting a convoy bound for Moville, Northern Ireland. Arriving 7 April, she departed Londonderry, Northern Ireland, 6 days later as one of

several escorts for a 28-ship, westbound convoy that reached New York 23 April. After repairs and training, she made rendezvous 13 May with 44 merchant ships and 17 escorts for the 10-day passage to Northern Ireland and returned to New York 8 June with a westbound convoy.

For the next 12 months, *Jacob Jones* continued her escort duty for North Atlantic Convoys. Departing from either New York or Boston, she sailed as convoy escort to such ports as Londonderry and Moville, North Ireland; Liverpool, Southampton and Plymouth, England; and Le Havre and Cherbourg, France. When in the United States awaiting her next convoy, she maintained her operational readiness by training exercises in waters off Maine or Long Island. When in Europe, she operated on coastal and harbor ASW patrols. In all *Jacob Jones* crossed the Atlantic 20 times, providing protection for merchant and troop convoys in the North Atlantic.

Three weeks and a day after Germany's unconditional surrender, *Jacob Jones* departed Southampton, England, and steamed in convoy for the United States. She put into New York 8 June 1945 and entered the Brooklyn Navy Yard for overdue repairs and overhaul. On the 30th she departed for Guantanamo, Cuba, for 2 weeks of ASW and shore bombardment exercises. Steaming independently from Guantanamo 19 July, she transited the Panama Canal 3 days later, and sailed into San Diego harbor the 31st.

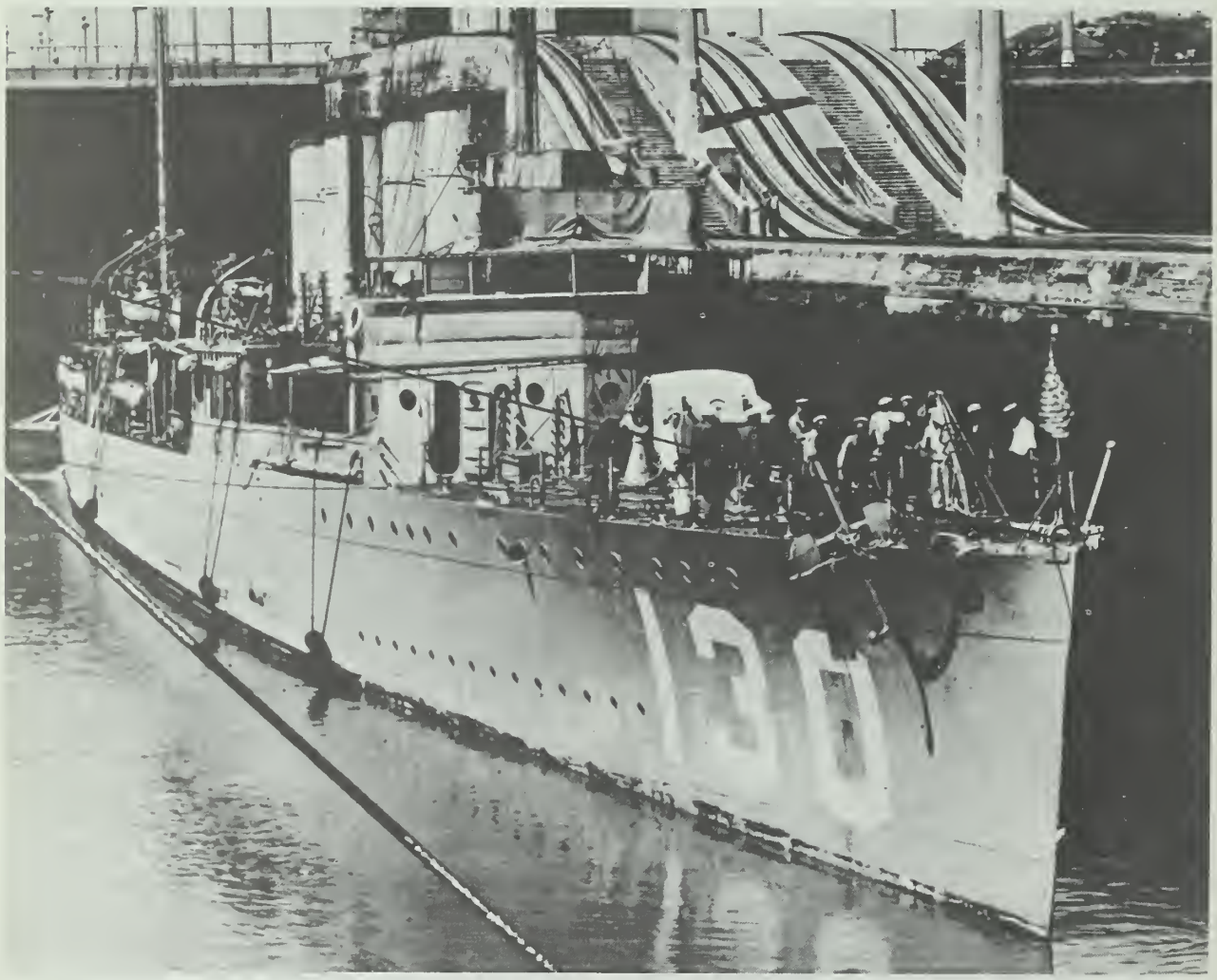
As the Japanese Empire prepared to surrender, *Jacob Jones* departed the Destroyer Base, San Diego, 9 August 1945 for Pearl Harbor. She reached Pearl 16 August and commenced ASW exercises before embarking 108 passengers 4 September, they sailed for the West Coast. She arrived San Pedro, Calif., and discharged her passengers 10 September. Departing for the Canal Zone 2 days later, she transited the Canal on the 20th and arrived Charleston 25 September. She steamed from Charleston 24 October and 2 days later sailed up the St. John's River, Fla., to Green Cove Springs. *Jacob Jones* decommissioned 26 July 1946 and entered the Atlantic Reserve Fleet. At present she is berthed at Orange, Tex.

Jacona

A former name retained.

(YFP–1 : t. 4,843 ; l. 379′4″ ; b. 53′1″ ; b. 23′8″)

Jacona (YFP–1) was built in 1919 for the USSB by Todd Drydock & Construction Corp., Tacoma, Wash. She operated as a freighter until 1930 when she was converted to a non-self-propelled power barge by Newport News Shipbuilding & Drydock Co., Newport News, Va. Subsequently, the ship was owned by the New England Public Service Co., at Augusta, Maine, and the Public Service Co. of New Hampshire, and moored at Manchester. She



USS *Jacob Jones* (DD–130) transiting the Panama Canal 1934

was transferred to the Maritime Commission 17 March 1945, at Portsmouth, N.H., for use by the Army.

Jaeona came under Navy jurisdiction in 1947 and was classified VFP–1, 31 December 1947. The craft was towed to the Pacific, and used at various advance bases and at Korean ports as an auxiliary power supply. She is capable of producing 20,000 kilowatts of power. *Jaeona* has been on loan to the Army in the Pacific since 1947, continuing this service into 1967.

Jacques Phillipe Villere, see *Basilan* (ARG–12)

Jade

A tough, compact, green gem cut from jadeite or nephrite.

(PY–17: t. 582; l. 171′; b. 27′6″; dr. 13′; s. 14 k.; cpl. 26; a. 1 3″, 4.30 cal. mg., 2 dct.)

Jade (PY–17), a diesel powered yacht, was built as *Athero II* in 1926 by Geo. Lawley & Son, Neponset, Mass.; later named *Caroline,* and purchased by the Navy as *Doctor Brinkley* in December 1940 from Dr. J. R. Brinkley, of Del Rio, Tex. Overhauled and converted for Navy use at Charleston Navy Yard, she was renamed *Jade* and commissioned at Jacksonville, Fla., 16 March 1941, Lt. Comdr. George L. Hoffman in command.

Assigned to the 6th Naval District, *Jade* performed inshore patrol work until departing Charleston for the Canal Zone 5 May 1941. There she performed patrol duties for Panama Sea Frontier until 11 February 1943 when she arrived Salinas, Ecuador, for transfer to that country under lend lease. After a training period for her new crew, *Jade* was turned over to Ecuador 24 May 1943.

The ship was returned to U.S. custody in exchange for *Turquoise* (PY–18) 29 January 1944. Arriving San Francisco, she decommissioned and was placed in service 6 April 1944 for use as a hulk at the Dry Dock Training Center, Tiburon. She was eventually placed out of service 30 December 1944, and returned to the Maritime Commission 12 January 1946.

Jadnan, see *Crow* (AMC–20)

Jaguar

A large leopard-like mammal of wooded regions, typically yellowish brown marked with dark spots.

(IX–120: dp. 3,665; l. 441′6″; b. 56′11″; dr. 28′4″; s. 11 k.; cpl. 79; a. 1 5″, 1 3″, 8 20mm.; T. 2–ET1–S–C3)

Jaguar (IX–120) was launched as *Charles T. Yerkes* under Maritime Commission contract by the California Shipbuilding Corp., San Pedro, Calif., 20 November 1943; renamed *Jaguar* 27 October; acquired by the Navy 15 December 1943; and commissioned that day, Lt. Comdr. T. E. Hammond in command.

After shakedown out of San Pedro, *Jaguar* departed 19 January 1944 for duty as a floating storage ship in the Pacific islands. She arrived New Caledonia 21 February via Wellington, New Zealand, and from there she transported vital diesel oil, aviation gasoline, and minesweeping gear to the New Hebrides and Solomons Islands. *Jaguar* remained on station in the Pacific, sometimes servicing islands remote but important in our push for Japan. *Jaguar* returned to the West Coast early in 1946 and arrived Norfolk via the Panama Canal 20 April. She decommissioned there 10 June 1946, and was turned over to the Maritime Commission. After serving as a tanker with various American lines under the name of *Harry Peer* in 1948 and *Tini* in 1949, the ship was transferred to Panamanian flag in February 1951.

Jallao

A pearl-white haemulonid food fish of the Gulf of Mexico.

(SS–368: dp. 1,526; l. 311′9″; b. 27′3″; dr. 15′3″; s. 20 k.; cpl. 66; a. 1 5″, 1 40mm., 1 20mm., 2 .50 cal., 10 21″ tt.; cl. *Perch*)

Jallao (SS–368) was launched by Manitowoc Shipbuilding Co., Manitowoc, Wis., 12 March 1944; sponsored by Mrs. Oliver G. Kirk; and commissioned 8 July 1944, Lt. Comdr. J. B. Icenhower in command.

After spending most of July in training operations, *Jallao* departed Manitowoc 26 July for Chicago, where she was loaded into a floating dry dock for the long trip down the Mississippi to New Orleans. She subsequently departed New Orleans 6 August 1944, and steamed through the Panama Canal to the Pacific and arrived Pearl Harbor 22 September 1944.

Following additional training the submarine sailed 9 October for her first war patrol, operating with *Pintado* and *Atule* in a coordinated attack group known as "Clarey's Crushers." At first the submarines proceeded toward Luzon Strait; but, during the Battle for Leyte Gulf late in October, they were directed to take up scouting positions between the Philippines and Japan to cut off Japanese cripples struggling home after their devestating defeat at the Battle of Cape Engaño. On the evening of 25 October *Jallao* contacted damaged light cruiser *Tama* and moved to attack. She fired seven torpedoes; three hit and sent the Japanese warship to the bottom. After this notable success on her maiden patrol, *Jallao* continued her search until 28 November, returning to Majuro 10 December.

Jallao sailed for the Yellow Sea for her second war patrol 6 January 1945. The decimated Japanese merchant marine offered few targets. However, she flushed a convoy 5 March. During the attack she had a close call when an enemy escort trying to ram her damaged her periscope. Two days later she sailed for Midway, arriving 26 March.

After repairs, the submarine departed Midway 20 April 1945 for her third war patrol, and was assigned aircraft lifeguard duty off Marcus Island. Responding to reports of flyers in the water north of the island 9 May, *Jallao* braved shore batteries to move in and pick up five men in a raft, delivering them safely to Saipan 12 May 1945. She then departed for the coast of Japan and more lifeguard duty as American heavy bombers stepped up their attacks on the home islands. She arrived Pearl Harbor 13 June 1945.

After advanced training in the Marianas, *Jallao* departed Guam 31 July to patrol the Sea of Japan. On this, her fourth and final patrol, the submarine sank 6,000-ton freighter *Timoko Maru* 11 August 1945. Four days later hostilities ended; and the ship sailed via Guam to San Francisco, where she arrived 28 September 1945. She decommissioned at Mare Island 30 September 1946, and entered the Pacific Reserve Fleet.

Jallao's home port was changed to New London in July conversion in which she was streamlined and equipped with snorkeling gear and new electric equipment. She recommissioned 4 December 1953, Lt. Comdr. J. W. Mercer in command. After shakedown in the San Diego area, the submarine departed 12 April for the East Coast, steaming via the Panama Canal to Norfolk. Joining Submarine Squadron 6, *Jallao* operated out of Halifax during 1954 training with Canadian and American antisubmarine units. In January and February 1955, she took part in fleet exercises in the Caribbean, returning to Norfolk 4 March.

Jallao's home port was changed to New London in July 1955 and she got underway with British submarine HMS *Alderney* 7 August to take part in Joint Exercise "New Broom IV." Following this operation, *Jallao* was deployed to the 6th Fleet and departed for the Mediterranean 9 November 1955. In the months that followed, she helped train Italian Navy ships and took part in fleet exercises,

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beginning the long voyage home in mid-January 1956. The ship steamed through the Suez Canal, visited several countries of eastern and southern Africa, and crossed the South Atlantic to take part in exercises with Uraguayan and Brazilian destroyers. The veteran submarine returned to New London 16 April.

After having installed the latest in electronic gear, *Jallao* resumed operations in January 1957. Combined fleet exercises in the Caribbean occupied her through February; and, after coastal antisubmarine operations, she arrived Boston late in July for a short midshipman training cruise. September and October were spent in the North Atlantic on a NATO exercise as the submarine helped strengthen the armed forces of the Atlantic Allies. She returned to New London 24 October 1957.

Jallao spent most of 1958 on training exercises off the Atlantic Coast, taking part in a combined antisubmarine exercise in the North Atlantic in September. The year 1959 was spent largely in equipment development work and training with the Submarine School at New London. The ship got underway 20 January 1960 for exercises in the Caribbean, returning 19 February. The latter part of the year was spent in training out of Bermuda. From 9 January to 24 March 1961, the veteran submarine carried out special training operations off Scotland, and operated with Canadian ships off Halifax during that summer. The remainder of the year was spent in the New London area.

Jallao began 1962 with her second Mediterranean cruise, sailing 2 January and exercising with the vital 6th Fleet in the troubled area until 7 May. The last 4 months of the year were spent in extensive modernization and repairs at Philadelphia Naval Shipyard. Through 1963 and 1964, the ship took part in training cruises to the Caribbean, served in submarine school training, and participated in equipment evaluation work. On 3 January 1965, she departed for a 4-month 6th Fleet deployment. She returned 1 May for submarine warfare tactics and submarine school operations out of New London. *Jallao* operated along the Atlantic coast and in the Caribbean into 1967.

Jallao received four battle stars for World War II service.

Jamaica

A bay on the southwestern coast of Long Island, N.Y.

(CVE–43: dp. 7,800; l. 495′8″; b. 69′6″; ew. 111′6″; dr. 26′; s. 18 k.; cpl. 890; a. 2 5″, 20 40mm.; cl. *Bogue*)

Jamaica (CVE–43), originally ACV–43, was launched under Maritime Commission contract by Seattle-Tacoma Shipbuilding Corp. (later Todd-Pacific), Tacoma, Wash., 21 April 1943; sponsored by Mrs. C. T. Simard; reclassified CVE–43 on 15 July 1943; acquired by the Navy, and transferred to Great Britain under lend-lease 27 September 1943.

One of a large group of escort carriers transferred to the Royal Navy for antisubmarine work in the Atlantic, *Jamaica* was renamed *Shah*. She took an active part in the war, heading the hunter-killer group which sank *U–198* in the Indian Ocean 12 August 1944, and taking part in the Burma campaign in 1945. She was returned to the United States 6 December 1945, and sold 20 June 1947.

Jamaica, see *Ariel* (AF–22)

Jamaica, see *YFB–51*

James, Reuben, see *Reuben James* (DD–245)

James, Reuben, see *Reuben James* (DE–153)

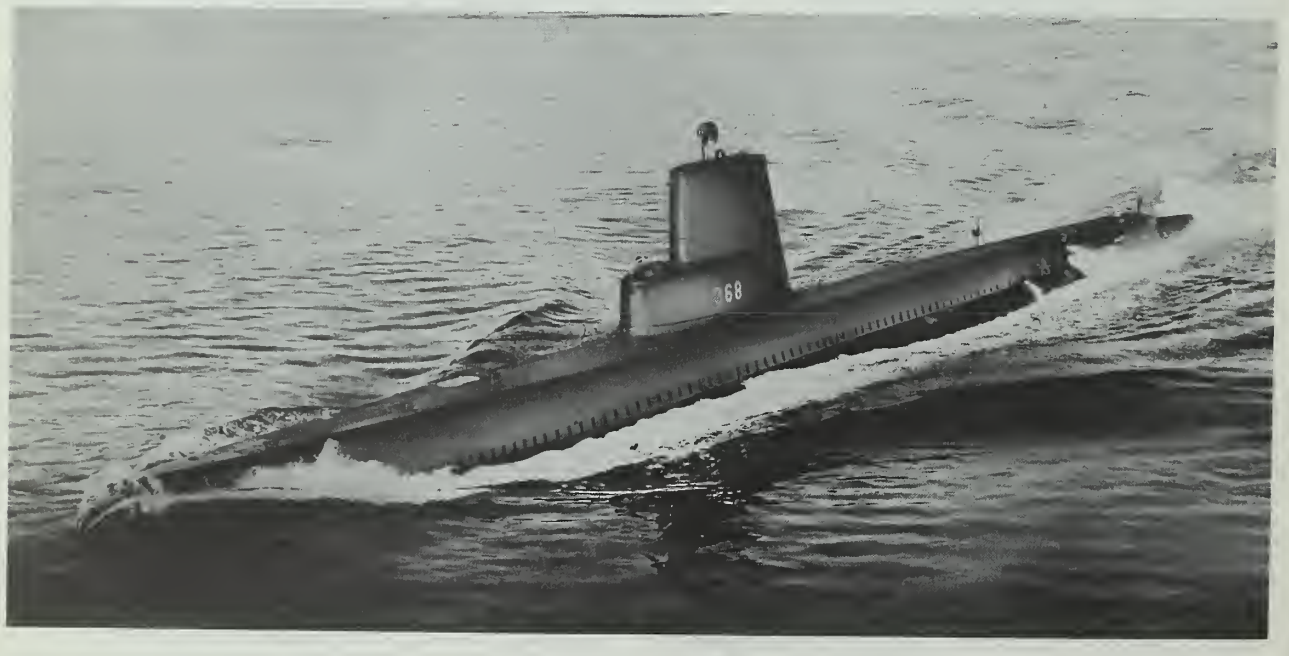
James, W. T., see *W. T. James* (No. 429)

James Adger

A former name retained.

(ScStr: t. 1,152; l. 215′; b. 33′6″; dph. 21′3″; s. 11 k.; cpl. 120; a. 8 32-pdrs., 1 20-pdr. P.r.)

James Adger, a side wheel steamer built at New York City in 1851, was purchased at New York from Spofford,



USS *Jallao* (SS–368)

Tileston & Co., 26 July 1861; and commissioned at New York Navy Yard 20 September 1861, Comdr. John B. Marchand in command.

James Adger departed New York 16 October 1861 in pursuit of *Nashville*, a Confederate cruiser reported to have escaped from Charleston with the South's ministers to England and France, James M. Mason and John Slidell. She arrived Queenstown, Ireland, after an extremely stormy passage 30 October and spent November cruising in quest of her elusive quarry.

James Adger arrived Hampton Roads, Va., 2 December and 3 days later was ordered to Port Royal for duty in the South Atlantic Blockading Squadron. Rear Admiral DuPont ordered Comdr. Marchand to sail in *James Adger* to Georgetown, S.C., and assume command of the blockade there. She arrived off Georgetown, S.C., 24 December and served with such efficiency that on 7 March 1862, Comdr. Marchand was ordered to Charleston to command the blockade at that critical port.

At Charleston smooth teamwork was the key to success; and *James Adger* was unusually adept in cooperating with other ships in the area to assure the effectiveness of the blockade. As senior ship, she usually remained on station while others chased blockade runners; but, from time to time, she took part in a capture herself. On 18 March 1862 she joined four other Union ships in capturing *Emily St. Pierre* attempting to slip into Charleston with a cargo of 2,173 bales of gunny cloth sorely needed for baling cotton, the South's main export and source of foreign credit. She helped *Keystone State* 29 May 1862 in capturing *Elizabeth*, a 250-ton steamer trying to enter Charleston with a cargo of muntions. She assisted *Keystone State* and *Flag* in driving off and pursuing her old adversary *Nashville*, now a blockade runner named *Thomas L. Wragg* trying to slip into Charleston.

James Adger sailed for Baltimore 19 September for repairs and departed for the South 31 December touching at Hampton Roads 2 January 1863 to take monitor *Montauk* in tow before proceeding to Beaufort and Port Royal in preparation for an attack on Charleston. Arriving Port Royal 19 January, the ships learned that *Nashville*, now a privateer called *Rattlesnake*, was in the Ogeechee River. *James Adger* stood out of Port Royal, monitor *Montauk* in tow, 22 January and steamed to Ossabaw Sound, where she arrived two days later. *Montauk* ascended the Ogeechee independently to begin operations which resulted in the destruction of *Rattlesnake* 28 February. Meanwhile *James Adger*, her vital towing service completed, returned to Port Royal 29 January.

On 2 April the veteran ship became flagship for Rear Admiral DuPont while he supervised final preparations for his powerful monitor attack upon Charleston. After the tough ironclads were driven back by incredibily intense fire from Confederate batteries, *James Adger* towed crippled monitors to Port Royal and on 29 April sailed from Port Royal towing *Passaic* north for repairs, arriving New York 4 May.

Back in Port Royal 16 May, *James Adger* was assigned blockade duty off Charleston. A month later she was recalled to Port Royal to embark prisoners captured with *Atlanta* for passage to Fort Monroe, whence she steamed to Philadelphia for repairs. She arrived Philadelphia 25 June but immediately after coaling sailed in pursuit of Confederate commerce railer *Tacony*, then operating against Union merchantmen far up the East Coast. She arrived New York 3 July.

Four days later *James Adger*, not yet repaired, received orders to Wilmington for duty with the North Atlantic Blockading Squadron. Arriving Wilmington 27 July, she was stationed off New Inlet, where 5 days later she assisted *Iroquois* and *Mount Vernon* in taking Confederate steamer *Kate*. On 8 November with the assistance of *Niphon* she captured *Cornubia*, an iron side wheeler bringing in a valuable cargo of arms, ammunition, and chemicals. Moreover, a package of documents thrown overboard before the capture, when plucked out of the sea, divulged information so important to the South that *Cornubia's* captain lamented, "though the *Cornubia* is a small vessel the Confederate Government could better have afforded to lose almost any other . . ." The next morning *James Adger* took Confederate steamer *Robert E. Lee* coming into Wilmington from Bermuda with a cargo of arms and Army clothing sorely needed by Lee's soldiers. Schooner *Ella*, approaching Wilmington with a cargo of salt and yard goods from Nassau, was *James Adger's* next victim, surrendering 26 November.

Without the normal overhaul periods due ships and men, service was taking a daily toll in wear and tear. When the ship's long postponed repairs could be delayed no longer, *James Adger* sailed north and decommissioned at Philadelphia 28 December for the necessary yard work.

After recommissioning 17 June 1864, *James Adger* served in the South Atlantic Blockading Squadron until the end of the war. On 21 April 1865, Secretary Welles ordered her to Mariguana Passage (now Mayaguana Passage) in the Bahamas to escort a convoy of California-bound ships. Following a visit to New York, she cruised in the Caribbean off Panama and Colombia from August 1865 to February 1866. Back in New York, she assisted British steamer *European* after she exploded in New York Harbor 3 April 1866.

James Adger decommissioned at New York Navy Yard 2 May and was sold at New York to James B. Campbell 9 October 1866.

James Baines, see *Algol* (AK–54)

James C. Owens

James C. Owens, Jr., born 5 December 1910 in Batavia, N.Y., was appointed Naval Aviation Cadet, USNR, 3 September 1935. Following flight training at Pensacola, Fla., he served on board *Lexington* (CV–2); and on 1 September 1941, he joined Torpedo Squadron 8 on board *Hornet* (CV–8). Appointed Lieutenant 6 January 1942, Owens was with this squadron when it pressed home a courageous and determined attack against Japanese carriers 4 June during the Battle of Midway. Without the protection of fighters or accompanying dive bombers, the gallant pilots exposed themselves to overwhelming firepower; and every plane of the squadron was shot down. By forcing the enemy ships to maneuver radically and eliminating Japanese air cover, the "stark courage and relentless drive" of the torpedo pilots, such as Lieutenant Owens, made possible the American victory that followed. For extraordinary heroism in the face of overwhelming danger, Lt. Owens received the Navy Cross and the Presidential Unit Citation posthumously.

(DD–776: dp. 2,220; l. 376'6"; b. 41'2"; dr. 15'8"; s. 34 k. cpl. 336; a. 6 5", 12 40mm., 11 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Allen M. Sumner*)

James C. Owens (DD–776) was laid down 9 April 1944, by the Bethlehem Steel Co., San Pedro, Calif.; launched 1 October 1944; sponsored by Mrs. James C. Owens, Jr., widow of Lt. Owens; and commissioned 17 February 1945, Comdr. R. H. Blair in command.

After shakedown off southern California, *James C. Owens* departed San Pedro 10 May escorting *California* (BB–44) to Pearl Harbor, arriving 16 May. She cleared Pearl Harbor 24 May and sailed as convoy escort via Eniwetok and Ulithi to Okinawa. Arriving 17 June, she continued to Kerama Retto to join DesRon 24, which steamed 24 June for Leyte, where it joined a cruiser-destroyer striking force. Sailing 13 July via Okinawa, the force entered the East China Sea 22 July to conduct antishipping sweeps. *James C. Owens* operated with the striking force for a month and then operated out of Okinawa until departing 20 September for Japan as part of the Wakayama Occupation Group. Arriving 22 September, she supported occupation landings, patrolled off southern Japanese islands, and served as courier and escort ship. Steaming from Japan 5 December, she

reached San Diego the 22d, departed for the East Coast 3 January 1946, and arrived New York 15 January.

For more than 16 months, *James C. Owens* operated along the Atlantic Coast from New England to Texas. She conducted ASW training out of Newport, R.I.; participated in destroyer maneuvers off the Florida coast; and served as escort and plane guard for *Saipan* (CVL–48) in the Gulf of Mexico. Following operations out of Norfolk, Va., she departed Quonset Point, R.I., 30 July 1947, with DesRon 2 for deployment with the 6th Fleet. She cruised the Mediterranean from Algeria to Italy and supported U.S. efforts to settle the unstable situation in Trieste before returning to the United States 21 December. She returned to the Mediterranean in June 1948 and supported U.N. efforts to establish peace between Israeli and Arab forces. During this deployment, she patrolled the coast of Palestine, supported the evacuation of the U.N. Mediation Team in July, and helped to prevent the spread of conflict in the Middle East. Returning home early in October, she operated along the Atlantic coast until she decommissioned at Charleston, S.C., 3 April 1950.

With Communist aggression in Korea and increased tension in Europe and the Middle East, *James C. Owens* recommissioned 20 September 1950, Comdr. R. B. Erly in command; and commenced readiness and antisubmarine training operations. Departing for the Far East 22 January 1952, she arrived in the Western Pacific 27 February for blockade and interdiction patrols along the Korean coast. While operating off Songjin 7 May, she engaged enemy shore batteries and silenced several of them, but sustained six direct hits. Departing Korea 22 June, she steamed via the Indian Ocean and Mediterranean to Norfolk, Va., arriving 19 August. She returned to Korean waters 10 November 1953, and patrolled coastal waters to prevent violations of the armistice signed 27 July. She remained on this important peace-keeping duty in the Far East until she departed Yokosuka, Japan, 11 March 1954. Steaming via Midway, the West Coast and the Panama Canal, she arrived Norfolk 1 May.

For almost 2 years *James C. Owens* operated out of Norfolk and Guantanamo Bay on ASW and destroyer division maneuvers. While in the Caribbean during September 1955, she provided search and rescue assistance to the citizens of Puerto Rico after a destructive hurricane. In April 1956 she sailed with DesDiv 221 via Northern Europe for the Middle East to operate in the Mediterranean, Red Sea, and Persian Gulf. During the Suez crisis she transited the Canal to demonstrate American interest in a peaceful solution of the crisis. Returning to Norfolk in October, she again deployed to the Mediterranean 28 February 1957 to support the 6th Fleet as guardian of peace in the Middle East; then she returned to Norfolk 7 May. On 3 September she sailed to the North Atlantic for the NATO Operation "Strikeback"; after coastal operations for 8 months, she deployed 6 June 1958, on a midshipman cruise to northern Europe. Following fleet and NATO operations, she returned to Norfolk 4 August.

James C. Owens deployed on her fifth cruise to the Mediterranean and Middle East 7 August 1959. She ranged the Mediterranean from Italy to Lebanon and transited Suez 14 October for 2 months of patrol and convoy escort exercises in the Red Sea and Persian Gulf. Returning to the Mediterranean 15 December, she operated with the 6th Fleet for 2 months; then sailed for Norfolk, arriving 3 March 1960. During September she joined NATO forces in the North Atlantic for Operation "Swordthrust," which stressed both offensive and defensive naval tactics of atomic warfare. In November she steamed to the Caribbean and patrolled the coasts of Nicaragua and Guatamala to intercept Cuban arms bound for Castro-oriented rebels. Retiring to Norfolk 20 December, she departed for the Mediterranean 2 February 1961. Before returning to Norfolk 20 August, she operated with the 6th Fleet from Spain to Greece.

After joining the ASW Defense Force 25 September, *James C. Owens* steamed to Charleston 11 January 1962, for an 8-month FRAM II overhaul that readied her for a new and vital role in the modern Navy. She resumed operations on 19 December with surveillance patrols off the Cuban coast, then returned to Charleston 4 January 1963, for fleet exercises. Departing 6 August with DesDiv 42 for the Mediterranean again she conducted ASW operations with the 6th Fleet from France to Cyprus. Returning to the United States 23 December, she recived DASH facilities at Norfolk during February 1964. She continued her ASW operations during a midshipman cruise to the Mediterranean 11 June–3 September. During the remainder of 1964, *James C. Owens* maintained her peak efficiency and readiness in coastal operations with nuclear submarines.

The ship departed Charleston, S.C., 17 February 1965 for a Mediterranean cruise, and carried out advanced antisubmarine operations during her deployment.

After her returning to Charleston 12 July, she was designated a recovery ship for the Gemini V orbital space mission. With the mission successfully completed, the ship returned to her home port 13 September. On 2 November she entered the Charleston Naval Shipyard for extended overhaul.

In March 1966 *James C. Owens* was back on the line at Guantanamo Bay. While there she rendered assistance to burning cruise ship, *Viking Princess*. After returning to Charleston for a brief visit, *James C. Owens* embarked midshipmen for their annual at-sea training. In late August she was assigned as the close-in recovery ship for the second in a series of Apollo unmanned space launches. In September the destroyer was deployed with the 6th Fleet; and, while operating in the Aegean Sea, she was ordered to the scene of sinking Greek ferry *Heraklion*, where she helped rescue the crew. *James C. Owens* returned to Charleston 31 January 1967. She remains a very active part of the Atlantic Fleet.

James C. Owens received two battle stars for World War II service and two for the Korean conflict.

James D. Blackwood, see *J. Douglas Blackwood* (DE–219)

James E. Craig

James Edwin Craig, born Jacksonville, Fla., 29 October 1901, was appointed to the Naval Academy 3 July 1918. After graduation in 1922, he saw almost continuous sea duty until early 1929 when he received aviation training at the Pensacola Naval Air Station. As an aviator, he served at Coco Solo, C.Z., and on board *Wright*, *Arizona*, and *Yorktown*. He attained the rank of Lieutenant Commander in 1937 and commanded Torpedo Squadron 5 in 1938. In March 1939 he assumed command of *Conyngham*. Two years later he became Damage Control Officer and First Lieutenant aboard *Pennsylvania*. Lieutenant Commander Craig was killed in action during the Japanese surprise attack on Pearl Harbor 7 December 1941.

(DE–201: dp. 1,400; l. 306′; b. 36′10″; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 4 1.1″, 8 20mm., 3 21″ tt., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Buckley*)

James E. Craig (DE–201) was launched 22 July 1943, by Charleston Navy Yard; sponsored by Mrs. J. E. Craig, widow of Lieutenant Commander Craig; and commissioned 1 November 1943, Lt. Comdr. Hampton M. Ericson in command.

The new destroyer escort departed Charleston 23 November for shakedown off Bermuda and returned to Charleston 25 December for alterations. She sailed 4 January 1944 for Panama via the Windward Passage. In the Caribbean she joined *Lovelace* (DE–198) and *Samuel S. Miles* (DE–183) 7 January to escort two troop transports. She transited the Panama Canal 8 January.

In company with other DE's, *James E. Craig* steamed from Balboa, C.Z., 14 January escorting SS *Azalea City* to Noumea, New Caledonia. Stopping at Bora Bora 27 January, *James E. Craig* and *Azalea City* departed the 28th and 2 days later encountered a typhoon which pounded the ships with 50-foot waves. They passed

through a second typhoon 4 February with winds of 80 knots. On 5 February they were ordered to Espiritu Santo, and arrived the following day.

James E. Craig departed Espiritu Santo 13 February with three other escorts and seven merchant ships bound for Guadalcanal. Upon arrival the 16th, she began antisubmarine patrol off Lunga Point. She departed for Espiritu Santo 23 February escorting two merchant ships and continued her escort duty between Guadalcanal and Espiritu Santo for several weeks. On 15 March she escorted *Cacapon* (AO–52) from Espiritu Santo to a fueling rendezvous with Task Force 36, which was engaged in operations against Kavieng, New Ireland, and Emirau Island, "the last link in the ring around Rabaul." Refueling completed on the 25th, *James E. Craig* and *Cacapon* joined other escorts and tankers and returned to Espiritu Santo.

On 31 March *James E. Craig* departed Espiritu Santo in company with Escort Division 37, including *Lovelace* (DE–198), *Manning* (DE–199), *Neuendorf* (DD–200) and *Eichenberger* (DD–202). Stopping at Tulagi in the Solomons 2 to 4 April, they sailed the 5th for New Guinea, where *James E. Craig* was to see action for 5 months.

On 26 April *James E. Craig* joined a convoy of escorts and transports bound from Cape Sudest to Humboldt Bay to support the invasion of Hollandia, underway since the 22d. The convoy arrived 3 May; and after discharging the transports, the escorts returned to Cape Sudest the 5th. *James E. Craig*, now under command of Lt. Comdr. Edward F. Andrews, steamed 13 May on escort duty to Humboldt Bay via Aitape Roads, arrived the 17th, and immediately joined an attack convoy bound for Wakde-Sarmi, west of Hollandia. She returned the same day to Humboldt Bay, where she continued her patrols and escort duty. She bombarded enemy troop concentrations at Wakde-Sarmi on the 27th and returned to Cape Cretin via Humboldt Bay on the 31st.

James E. Craig returned to Humboldt Bay 6 June to prepare for the bitter conquest of Biak Island. With six other escorts she accompanied the convoy and supported the landing operations 12 June. Departing the same day, the convoy returned to Humboldt Bay the 14th; and *James E. Craig* continued as escort to Cape Cretin, where she arrived 3 days later.

During the remainder of June and through July *James E. Craig* continued escort and antisubmarine duties along the northern coast of New Guinea. While on ASW operations off Wakde, she conducted prolonged, successful bombardments of enemy supply depots at Sawar 11–12 July, expending some 3,300 rounds of 3″ and 1.1″ shellfire. A week later she arrived at Noemfoor Island, southwest of Biak, and escorted convoys 18 to 23 July on a triangular route from Noemfoor to Humboldt Bay via Biak. Arriving Madang Harbor, Astrolabe Bay, 23 July for overhaul, *James E. Craig* returned to Humboldt Bay to resume her escort and ASW operations.

During August she plied the coastal waters off New Guinea from Cape Cretin to Wakde; then devoted the next 6 weeks to escort and antisubmarine patrols between Cape Cretin, Manus Island, and Humboldt Bay. On 11 October she joined a convoy at Ulithi, then sailed for the Palaus on the 18th and arrived Peleliu 2 days later for ASW operations. She returned to Manus the 25th for repairs.

Back at Humboldt Bay on 14 November, she joined a large convoy of transports, amphibious craft, and escorts underway on the 17th for the Philippine Islands to support the vital, Allied foothold on Leyte, established some 4 weeks earlier. The convoy of 75 ships and 9 escorts steamed northwestward and by dusk of the 23d approached Leyte Gulf.

James E. Craig, returning from radar picket patrol to her assigned ASW station, made radar contact with six low-flying unidentified planes approaching from the south at approximately 190 knots. Soon her spotters observed "Jill" torpedo planes 7 miles out, closing at high speed. As the enemy planes broke into three groups in an attempt to "box the target," *James E. Craig* turned left full rudder to meet the attackers; and all guns which could bear commenced firing at the planes, still more than 2 miles out. Four of the attackers began a run and launched their torpedoes at a range of 1,000–1,500 yards to port; as the ship turned, three torpedoes passed "close aboard to port" and almost parallel to her. Meanwhile, two planes commenced a run from the starboard side. Approaching almost directly from out of the sunset, one plane dropped a torpedo within a thousand yards which broached once before settling down on its run. As *James E. Craig* turned hard to starboard, the torpedo passed within 5 yards astern. One of the attackers passed within 200 yards of the ship, was hit by starboard 20mm. gunfire, and splashed after passing over *El Paso* (PF–41).

The convoy stood into San Pedro Bay, Leyte, the following day, and remained at battle stations a greater part of the day to repel enemy aircraft which attempted to bomb the convoy. That night the convoy and escorts reformed and departed for Humboldt Bay via the Palaus.

Upon arrival, *James E. Craig* received general maintenance and overhaul from *Dobbin* (AL–3) through 10 December. She spent the remainder of the month escorting fleet tankers and practicing antiaircraft and night torpedo firing drills at Padaido, Dutch East Indies, and Humboldt Bay. On 28 December Escort Division 37 departed Humboldt Bay with a convoy of tankers and merchant ships bound for Leyte, where they arrived 1 January 1945.

The following day, *James E. Craig* stood out for Mindoro Island to join Task Group 77.2, ordered to support landing operations on northern Luzon. Enemy reconnaissance planes maintained close surveillance; and late afternoon 4 January an enemy suicide plane penetrated defenses and struck *Ommaney Bay* (CVE–79), causing her to burst into flame. After the conflagration got out of hand, the escort carrier's commander ordered abandon ship. *James E. Craig* assisted in rescue operations and later that evening proceeded with other escorts and tankers to Mindoro.

Standing into Mangarin Bay the following morning, *James E. Craig* commenced picket and ASW operations, which continued through the day and into the night, as the convoy departed Mangarin to maneuver off Mindoro during darkness. Designed to prevent enemy attack at night, the night maneuvers continued until the 10th, when the convoy remained at Mangarin Bay through the night.

James E. Craig resumed ASW operations at the harbor entrance for several days until troublesome submarine detection equipment forced her to retire to Mangarin Harbor 14 January. She commenced antiaircraft patrol for ships in anchorage and on 5 February returned to San Pedro Bay, Leyte, for repairs, thence to Humboldt Bay, New Guinea, arriving 2 March.

Getting underway the following day, she returned to San Pedro Bay via Kossol Roads, Palaus. Upon arriving Leyte 10 March, *James E. Craig* prepared for continued escort duties between San Pedro Bay and Manila, Manus Humboldt Bay, and Kossol Roads. From 14 March to 21 May, she operated almost continuously on escort duty, and on the 21st she departed Leyte for Lingayen Gulf. Standing into San Fernando Harbor 4 days later, she commenced antisubmarine and escort patrols along the coast of Luzon that continued to 13 August when she departed for Manila. Once at Manila she resumed ASW operations to the 27th; then, as escort in company with *Eichenberger* (DE–202), she convoyed tugs and tows en route Okinawa. An impending typhoon disrupted the convoy 1 September; high seas and 70-knot winds scattered the ships and separated tugs from their tows. As the storm abated 2 September, *James E. Craig* began search and rescue operations which continued to the 9th. Further typhoon warnings caused the ships to return to Subic Bay, Luzon, where the convoy anchored the following day.

James E. Craig remained at Subic Bay until 1 October, when she steamed for the United States via Eniwetok and Pearl Harbor. She arrived San Diego 5 November and decommissioned there 2 July 1946. As a unit of the Pacific Reserve Fleet, she presently is berthed at San Diego, Calif.

James E. Craig received four battle stars for World War II service.

James E. Kyes

James Ellsworth Kyes, born in Everett, Wash., 16 April 1906, graduated from the Naval Academy in 1930. As commanding officer of *Leary* (DD–158), Comdr. Kyes was awarded the Navy Cross posthumously for "extraordinary heroism" during action against enemy submarines in the North Atlantic 23 December 1943. After his ship had received three torpedo hits and was sinking, he gave the order to abandon ship. As he prepared to leave *Leary*, he checked to see that none of his men remained on board and spied one whose life jacket was torn and useless. Comdr. Kyes removed his own and handed it to the sailor. He then calmly climbed over the side and was swallowed up by the waters of the cold Atlantic, gallantly sacrificing his own life to protect a member of his crew.

(DD–787: dp. 2,425; l. 390'6"; b. 40'11"; dr. 18'6"; s. 35 k.; cpl. 336; a. 6 5", 12 40mm., 8 20mm., 5 21" tt., 6 dcp., 2 dct.; cl. *Gearing*)

James E. Kyes (DD–787) was laid down 27 December 1945 by Todd Pacific Shipyards, Inc., Seattle, Wash.; launched 4 August 1945; sponsored by Mrs. James E. Kyes; and commissioned 8 February 1946, Comdr. K. E. Shook in command.

After shakedown along the West Coast, *James E. Kyes* steamed from Seattle 12 June for Pearl Harbor to embark troops for transportation to the United States. Arriving San Diego 12 July, she operated along the California coast until departing 9 November for the western Pacific. Joining the 7th Fleet at Shanghai 30 November, she operated along the Chinese Coast supporting Chiang Kai-shek's struggle with the Chinese Communists for control of the mainland.

Departing Tsingtao, China, 28 January 1947, she steamed to Japan for 4 months of operations off southeastern Japan, in the Tsushima Strait, and along the Korean coast. She cleared Yokosuka 8 June for home and arrived San Diego 22 June.

Following operations out of San Diego and San Francisco, Calif., and Bremerton, Wash., she departed San Pedro, Calif., 2 September 1948 for duty in the Far East. Arriving Yokosuka, Japan, 30 September, she conducted surveillance patrols in the East China Sea and the Tsushima Strait. She steamed to Inchon, Korea, 20 January 1949 as tensions mounted on that peninsula. Returning to Japan 28 January, she resumed sea patrols until departing Yokosuka 3 April for San Diego.

After arrival 24 April, *James E. Kyes* operated out of San Diego until sailing for the western Pacific 23 June 1950, 2 days before Communist North Korean troops crossed the 38th parallel to sweep down through South Korea. Ordered by President Truman to give South Korean troops "cover and support," the Navy placed the 7th Fleet on alert from Formosa to Japan. Standing off Pohang-dong, Korea, 18 July, *James E. Kyes* provided valuable fire support during landing operations which reinforced U.N. positions at the southern end of the peninsula. She joined *Doyle* (DMS–34) on 2 August escorting *Sicily* (CVE–118) while that carrier's planes struck enemy troop and supply concentrations along Korea's southern and western coasts. Sailing into the Sea of Japan 11 August, she screened *Badoeng Strait* (CVE–116), *Valley Forge* (CV–45), and *Philippine Sea* (CV–47); and then steamed to Sasebo 27 August to prepare for Operation "Chromite."

As a flanking counterstroke to halt the North Korean advance, General MacArthur ordered an amphibious assault against Inchon, the "strategic solar plexus of Korea," to be carried out 15 September. *James E. Kyes* arrived off Inchon the 15th to guard *Boxer* (CV–21) as her planes conducted preinvasion strikes. Remaining off Inchon to 3 October, the versatile destroyer sailed via Sasebo to Korea's east coast for patrol duty.

Late in November she sailed for the United States; but, ordered to reverse course on the 29th, she steamed back to the fight. Hundreds of thousands of Chinese Communist troops had crossed the Yalu River into North Korea to attack advancing U.N. forces. Hordes of Chinese cut off and surrounded the 5th and 7th Marine Regiments with a human wall at Chosin Reservoir 27 November. The breaching of this wall and releasing of our troops depended upon air cover and fire power from planes of carriers stationed off the eastern coast. *James E. Kyes* joined the task force 1 December and provided ASW support while planes made hundreds of sorties supporting the embattled marines. Under a protective canopy of naval air cover, the leathernecks broke through 10 December at Chinhung-ni and moved to Hungnam for evacuation. *James E. Kyes* remained on guard as the Navy completed the Hungnam withdrawal of 24 December after embarking 105,000 troops, 91,000 refugees and vast quantities of military cargo. She remained along the eastern coast, supporting the southward movement of American forces. Sailing for home 19 January 1951, she arrived San Diego 8 February.

James E. Kyes departed San Diego 27 August and joined *Boxer* (CV–21) and *Bon Homme Richard* (CV–31) on 20 September in patrolling the Sea of Japan. Sailing to Formosa 17 December, she joined the Formosa Strait surveillance patrols before resuming carrier guard duty off Korea 22 January 1952. *James E. Kyes* joined the U.N. Blockading and Escort Force 19 February and sailed to the Wonsan area to conduct "harassing and interdiction fire at predesignated targets and targets of opportunity." Designed to prevent or hinder enemy troop and supply movements, her patrol concentrated on enemy shore batteries, coastal roads, and railroad installations before sailing for home 25 March.

Departing San Francisco 12 November, *James E. Kyes* resumed Korean blockade and bombardment duty 5 December and joined the Formosa Patrol during February 1953. She returned to Korea 14 March to engage the enemy at every opportunity. Blockade and bombardment patrols were often unspectacular, but therein lay the effectiveness of the naval blockade. As Rear Admiral Sir W. G. Andrewes, RN, observed, "The absence of the spectacular is a measure of the complete success achieved." Patrolling Korea's eastern coast for almost 3 months, *James E. Kyes* engaged enemy batteries, covered amphibious landings, and supported carrier air strikes. Ordered home 9 June via Yokosuka and Midway, she arrived Long Beach 29 June.

From 9 February 1954 to 12 March 1962, *James E. Kyes* deployed to the Far East on seven occasions. While operating with the mighty 7th Fleet, the sea sentinel of peace-through-strength in the Pacific, she ranged the Orient from Japan and Korea to Southeast Asia and Australia and engaged in a variety of activities.

She patrolled the coasts of Korea, where an uneasy truce had brought an end to hostilities in July 1953. On several occasions she joined the Formosa Patrol to insure freedom and protect the Chinese Nationalists from Communist invasions. In 1955 she sailed to Southeast Asia while the Navy carried thousands of refugees from North to South Vietnam during Operation "Passage to Freedom." Cruising the Indochinese coast from Vietnam to Thailand, she served as a symbol of America's determination to safeguard Southeast Asia from the spread of communism.

While serving in the Pacific, *James E. Kyes* conducted several air-sea rescue missions. During the Marshall Islands' nuclear tests of 1956, she acted as a life guard ship; and, in May 1959, she steamed from duty in the Formosa Strait to assist and guard SS *President Hayes*, grounded in the Paracel Islands off Vienam. She also served as plane guard during carrier flight operations, and on four occasions during 1960 and 1961 she effected or assisted in successful rescues of downed pilots and flight crews.

The ability of the 7th Fleet to serve as an instrument

of peace and to maintain a constant vigil depends in large part upon repeated training and continued readiness. While deployed with the Fleet, *James E. Kyes* engaged in numerous operations designed to test and improve her performance as a fighting ship. In December 1961, during her longest deployment to the Far East, she participated in a combined ASW readiness exercise with units of the Japanese Maritime Self-Defense Force, which "greatly advanced the mutual understanding between the two forces."

After returning to the West Coast 12 March 1962, *James E. Kyes* assumed an "in-commission-in-reserve" status 16 April and underwent FRAM I conversion at Bremerton, Wash., to prepare for her role in the new Navy. Returning to full commission 18 December, she participated in fleet exercises held off the California coast 27 to 28 May 1963 in honor of President Kennedy.

James E. Kyes deployed to the Far East 10 October. Following readiness evaluation exercises off the Hawaiian Islands, she arrived Yokosuka Japan 22 November and commenced Fleet operations that continued to the end of the year. In the spring of 1964 she participated in Operation "Back Packs," a combined Chinese Nationalist and U.S. amphibious exercise on Taiwan. She was in the hunter-killer group which provided ASW protection for the operation. During the deployment, she supplied water to Hong Kong helping to relieve suffering caused by a severe drought which afflicted the city.

The destroyer returned to Long Beach 2 April 1964 and operated out of homeport for the rest of the year. She celebrated Columbus Day by saving a wayward DASH helicopter from hitting *Eversole* (DD–789). She sailed for the Far East 24 March 1965 and reached Yokosuka 30 April. In May she participated in SEATO Exercise "Seahorse" with ships of Thailand, the United Kingdom, and Australia. At the end of this exercise in the South China sea, she visited Bangkok, Thailand. After upkeep in Subic Bay and a run to Hong Kong, *James E. Kyes* got underway for Exercise "Cross Tee II" in the Sea of Japan with ships of the Japanese Maritime Self-Defense Force.

Following a visit to Otaru, Hokkaido, Japan, and ASW exercises with nuclear-powered submarine *Snook* (SSN–592), *James E. Kyes* departed Yokosuka 20 July, crossed the South China Sea to the coast of South Vietnam for surveillance duty. She screened *Bennington* (CVS–20) took ASW and surface surveillance picket station at the southern end of the Gulf of Tonkin; and assisted a South Vietnamese construction battalion stranded on Drummond Island in the Paracel Group. From 30 August to 5 September she bombarded targets ashore in the Quang Ngai area. She departed the war zone 10 September; arrived in Long Beach 7 October; and entered the Long Beach Naval Shipyard 10 December for overhaul to return her to top fighting trim for future operation in behalf of peace and freedom. Completing overhaul and post—repair shakedown in 1966, *James E. Kyes* returned to the Far East. There her gunfire again pounded the Viet Cong, and her dedicated men safeguard the peace and freedom of the world and the future of the American way of life.

James E. Kyes received six battle stars for Korean service.

James Guthrie

A Revenue Cutter Service name.

(RC)

James Guthrie, a cutter built in 1881 by H. A. Ramsey of Baltimore, Md., and used by the Revenue Cutter Service in the Baltimore area, was ordered to cooperate with the Navy during the Spanish-American War. Not needed by the Navy, she operated under military authorities guarding Baltimore Harbor from 9 May to 20 July when she resumed her former duty.

She was transferred to the Navy when the United States entered World War I and guarded Philadelphia, Pa., until returned to the Treasury Department 28 August 1919.

James H. Clark

A former name retained.

(SP–759: t. 45; l. 60'8"; b. 17'3"; dr. 8"; s. 9 k.; a. 1 3-pdr.)

James H. Clark (SP–759), a steam tug built at Buffalo, N.Y., in 1900 was taken over by the Navy from Tampa Towing & Lighterage Co., Tampa, Fla., in July 1917; and commissioned 21 August 1917, Chief Boatswain's Mate O. Hind in command.

James H. Clark was assigned to the 7th Naval District and based at Key West, Fla. She performed towing and other miscellaneous duties in the harbor and at Naval Station, Key West, during World War I and after. She decommissioned in April 1920 and was sold to A. C. Tuxbury Lumber Co., Charleston, S.C., 16 May 1921.

James H. McClintock, see *Kenmore* (AP–162)

James K. Paulding

James Kirke Paulding, son of a Revolutionary War patriot, was born 27 August 1718 in Nine Partners, Dutchess County, N.Y. As a young man he became widely known as a man of letters and as in intimate friend of Washington Irving. He served as Secretary of the first Board of Navy Commissioners consisting of Commodores Hull, Porter, and Rodgers. After filling the office of Navy Agent at the port of New York for 12 years, Paulding entered President Martin Van Buren's cabinet as Secretary of the Navy 1 July 1838. While in office he opposed the introduction of steam propelled warships declaring that he would "never consent to let our old ships perish, and transform our Navy into a fleet of (steam) sea monsters." Upon his retirement from office he purchased an estate at Hyde Park, where he remained until his death 5 April 1860.

(DD–238: dp. 1,190; l. 314'5"; b. 31'8"; dr. 9'3"; s. 35 k.; cpl. 101; a. 4 4", 1 3", 2 .30 cal., 12 21" tt.; cl. *Clemson*)

James K. Paulding (DD–238) was laid down 31 July 1918 by New York Shipbuilding Corp., Camden, N.J.; launched 20 April 1920; sponsored by Miss Mary Hubbard Paulding, great granddaughter of James K. Paulding; and commissioned 29 November 1920, Lt. H. W. Jackson in command.

After shakedown *James K. Paulding* was assigned to the Atlantic Fleet, and commenced tactical exercises with destroyer squadrons along the coast. She arrived Newport, R.I., 31 May 1921 for summer maneuvers and reserve training. Later that year she cruised to Charleston, S.C., for squadron exercises, and continued operations there until late winter 1922.

James K. Paulding joined the scouting fleet January 1923 and throughout the year engaged in tactical war problems designed to maintain the fleet in superior fighting condition. She continued these operations in addition to reserve training until she sailed in February 1925 to San Diego for war problems in the Pacific. Upon her return to Newport 31 August, she resumed her duties with the scouting fleet. While engaging in gunnery exercises in Caribbean waters November 1926, *James K. Paulding* sailed to Nicaragua to protect American interests in the wake of political turmoil in that country. During March and April 1927 she remained off Nicaragua to prevent any smuggling of arms to rebel forces.

For the remainder of her career *James K. Paulding* continued reserve training and tactical exercises in the Atlantic and Caribbean. Her service with the Navy was distinguished and her versatility in peacekeeping, reserve training, and fleet problems all helped to maintain the

position of the United States as a great seapower. Even more important, however, the service of *James K. Paulding* and her sister ships was a base upon which an even more powerful naval force was built. The destroyer arrived Philadelphia Navy Yard 31 October 1930, and decommissioned there 10 February 1931. She was reduced to a hulk 28 December 1936 in accordance with the provisions of the London treaty for the limitation and reduction of naval armament, scrapped, and struck from the Navy List 25 January 1937.

James K. Polk

James K. Polk, 11th President of the United States, was born 2 November 1795, in Meeklenburg County, N.C. A leading Jacksonian Democrat in the Tennessee State Legislature, he was not yet 50 years old when inaugurated President of the United States 4 March 1845. He ably conducted the Mexican War following the annexation of Texas. The "Four Great Measures" he announced for his administration were all achieved: the reduction of tariff; the reestablishment of the Independent Treasury System; the settlement of the Oregon dispute with Great Britain; and the acquisition of California. More territory was added to the United States under Polk than any other President except Jefferson. Few presidents worked harder. His arduous and conscientious labor during his term so undermined his health that he died 15 June 1894, some 3 months after he left the White House.

(SSB(N)–645; dp. 7,250 (surf.); 8,250 (subm.); l. 425'; b. 33'; dr. 31'5"; s. over 20 k.; cpl. 140; a. 16 Pol. mis.; cl. *Lafayette*)

James K. Polk (SSB(N)–645) was launched 22 May 1965 by the Electric Boat Div., General Dynamics Corp., Groton, Conn.; sponsored by Mrs. Horacio Rivero, Jr., wife of Admiral Rivero, the Vice Chief of Naval Operations; and commissioned 16 April 1966, Comdr. R. M. Douglass (blue crew) and Comdr. F. D. McMullen, Jr. (gold crew), in command.

Assigned to the Atlantic Fleet, she roams the seas, a silent and unseen deterent against aggression.

James L. Davis

A former name retained.

(Bark: t. 461; l. 133'; b. 30'7"; dr. 12'; cpl. 75; a. 4 8")

James L. Davis (also called *J. L. Davis*), a wooden sailing vessel, was purchased at Philadelphia 29 September 1861; and commissioned 30 December, Acting Volunteer Lieutenant Joseph Winn in command.

James L. Davis departed Philadelphia 2 January 1862 for the Gulf of Mexico. She joined Flag Officer Farragut's West Gulf Blockading Squadron off Pass a l'Outre 5 February but was soon transferred to the East Gulf Blockading Squadron in exchange for *Preble*.

James L. Davis arrived Cedar Keys, Fla., 2 March and 8 days later captured schooner *Florida* attempting to slip in through the blockade with a cargo of coffee, soda ash, and other supplies already in short supply in the South. After 6 months of blockade duty on the Atlantic and Gulf coasts of Florida, the bark took English schooner *Isabel* attempting to dash out of St. Mark's, Fla., with a cargo of cotton in late September.

On 2 October *James L. Davis* interrupted her blockade duty to serve as a supply ship, carrying stores and provisions to other vessels of the squadron. The bark continued this essential work until ordered to relieve *Ethan Allen* at St. Joseph's Bay, Fla., in March 1863. She remained at this station until ordered to Key West for repairs 15 November.

At the beginning of 1864 *James L. Davis* was ordered to Tampa Bay where she served until fall. On 4 May 1864 she joined *Sunflower* and *Honduras* in landing Army troops at Tampa and in providing men for a naval landing party which helped to capture the town 6 May. During the operation the three ships cooperated in capturing blockade-running sloop *Neptune* with a cargo of cotton. In July and August, *James L. Davis* participated in a series of successful boat expeditions which destroyed salt works, a large saw and grist mill, and a sugar mill belonging to Jefferson Davis.

James L. Davis was ordered to St. Joseph's Bay 1 September and served there until ordered to Key West for repairs 1 April 1865. The war ended while the bark was at Key West. She was ordered to Philadelphia 21 April where she was sold at public auction 20 June 1865.

James M. Gilliss

James Melville Gilliss, born 6 September 1811 in Georgetown, D.C., entered the Navy as Midshipman at the age of 15. From the beginning of his service, he was active in scientific work and in improving the quality of navigation in the Navy. He was placed in charge of the Depot of Charts and Instruments at Washington, D.C., in 1837, and in the 1840's was instrumental in establishing the famed Naval Observatory there. In 1846 he published *Astronomical Observations*, a pioneer work in the field; and, from 1849 to 1852, he led an astronomical observation expedition to South America where he established an observatory at Santiago, Chile. Continuing his important astronomical and meteorological work, Captain Gilliss replaced Matthew Fontaine Maury as head of the Naval Observatory at the beginning of the Civil War. During the war he equipped Naval vessels with charts and instruments and directed important scientific work at the observatory. Captain Gilliss died 8 February 1865.

I

(YMS–262: dp. 265; l. 136'; b. 23'4"; dr. 8'7"; s. 14.1 k.; cpl. 60; a. 1 3", 2 20mm., 2 dcp., 2 dct.; cl. *YMS–1*)

YMS–262 was laid down by the South Coast Co., Newport Beach, Calif., 6 September 1942; launched 24 December 1942; and commissioned 15 September 1943, Lt. Thomas W. Burns in command.

After shakedown off the coast of California, *YMS–262* conducted minesweeping exercises out of San Pedro, Calif., during the remainder of the year. Departing San Diego 5 January 1944, she reached Nawiliwili Harbor, Hawaii, 17 January and there joined units of Rear Admiral R. L. Conolly's Northern Attack Force staging for the invasion of Kwajalein, Marshalls. She sailed the 19th and closed the enemy-held atoll 31 January. Prior to initial landings off Roi-Namur, she swept a path for amphibious ships into the lagoon; then she screened LST's during afternoon landings. From 1 to 9 February she operated off Roi-Namur, sweeping for mines, and carrying out hydrographic and pilotage duties.

Steaming to Kwajalein Island 12 February, *YMS–262* joined Rear Admiral H. W. Hill's Eniwetok Expeditionary Group and sortied from Kwajalein Lagoon 15 February for the invasion of that strategic atoll. The assault force approached Eniwetok 17 February, and *YMS–262* swept the Wide Passage and lagoon for mines as the force prepared for initial landings on the northern islets off Engebi. During the remainder of the month she performed minesweeping, screening, and control duties as powerful American naval and ground forces wiped out Japanese resistance on Engebi, Eniwetok, and Parry Islands.

YMS–262 served at Eniwetok during mop-up operations in the Marshalls; and she remained in the Marshalls until December when she returned to the United States. From January to April 1945 she was converted to a surveying ship at California Shipbuilding Corp., Wilmington, Calif. On 23 March she was named *James M. Gilliss* and reclassified AGS–13. She steamed to Pearl Harbor in April and sailed for the Marianas the following month. Arriving Guam early in June, she underwent survey training before sailing for Okinawa late in July. She

steamed via Saipan and reached Okinawa as Japanese forces in the Pacific surrendered.

James M. Gilliss served at Okinawa until November; and, following destructive typhoons in September and October, she provided important survey work off the battered island. She sailed for Japan 1 November and for the next month supported occupation operations out of Nagoya. Departing Nagoya 4 December, she reached Pearl Harbor 6 January 1946. After overhaul, she sailed for the Marshalls in March to support Operation "Crossroads," the atomic bomb tests. Arriving Bikini Atoll 16 March, for the next 5 months she operated between Bikini and Eniwetok while conducting hydrographic, oceanographic, and other scientific surveys.

Reclassified AGSC–13 on 29 July, *James M. Gilliss* departed Bikini 19 August. Steaming via Pearl Harbor, she reached San Francisco 30 September. Assigned to duty with the Atlantic Fleet, she departed San Francisco 23 November and arrived Norfolk, Va., 23 December. From March 1947 to May 1950 she operated from the North Atlantic to the Caribbean, and she participated in coastal surveys off Newfoundland, Mexico, Cuba, and Trinidad. Arriving New York 12 May 1950, she decommissioned 22 September and entered the Atlantic Reserve Fleet.

Converted to a minehunter, *James M. Gilliss* reclassified AMCU–13 on 18 August 1951 and recommissioned 5 September 1951, Lt. (j.g.) Kenneth E. Carter in command. Assigned to the Atlantic Mine Fleet 18 February 1952, she operated out of New York until 20 March 1953 when she was assigned to the Mine Hunting Unit at Little Creek, Va. From 1953 to 1958 she operated primarily in Chesapeake Bay, conducting training exercises and testing and evaluating precise navigation equipment. In addition she operated along the Atlantic Coast from Massachusetts to North Carolina, and during November and December 1956 she trained in the Caribbean out of Guantanamo Bay, Cuba. Reclassified MHC–13 on 1 February 1955, she operated out of Little Creek until June 1958 when she steamed to Green Cove Springs, Fla. She decommissioned there 6 August 1958 and entered the Atlantic Reserve Fleet. She was struck from the Navy List 1 January 1960, and sold to Marlene Blouse Corp. by 17 June.

YMS–262 received one battle star for World War II service.

II

(T–AGOR–4: dp. 1,200 (lt.); l. 209'; b. 40'; dr. 16'; s. 13 k.; cpl. 26; cl. *Robert D. Conrad*)

The second *James M. Gilliss* (T–AGOR–4) was laid down by Christy Corp., Sturgeon Bay, Wis., 31 May 1961; launched 19 May 1962; sponsored by Mrs. Hubert H. Humphrey, wife of the Senator from Minnesota; delivered to the Navy 5 October 1962; and turned over to MSTS 5 November 1962, Captain Torston Johnson in command.

Manned by a civilian crew and carrying 15 scientists from the Naval Oceanographic Office, *James M. Gilliss* was the first of a new class of oceanographic ships to be operated by MSTS. In addition to the latest in oceanographic and meteorological equipment, she also possesses unusual design features, including special antiroll tanks for stability and a retractable bow propulsion propellor. As a mobile, floating research laboratory, she is capable of carrying out experiments in sound transmission, underwater life, and ocean floor characteristics, thus enabling her to help continue the Navy's lead in the exploration and understanding of "inner space."

Departing Sturgeon Bay 8 November, she arrived New York 19 November for sea trials and shakedown. On 12 April 1963 she departed New York to take part in the massive search for sunken submarine *Thresher* (SSN–593). Operating out of Boston, she lent her "know-how" to this vital and difficult operation for 5 months before arriving Washington, D.C., 22 September. After returning to New London, Conn., for additional equipment tests, she departed 1 November for oceanographic research operations off Bermuda.

During the next 4 months she operated in the Atlantic from the Bahamas to the New England coast. In March 1964 she steamed to the Caribbean for surveying and scientific work out of San Juan, P.R. Arriving Key West, Fla., 28 March, she operated from the Strait of Florida to the Bahamas and Bermuda for more than a year. Departing Key West 23 May 1965, she arrived New York 27 May and prepared for deployment to waters off the British Isles. She sailed 14 June; arrived Belfast, Northern Ireland, 27 June; and began 3 months of research and survey operations from the British Isles and France to Newfoundland. Departing Belfast 15 September, she returned to New London 6 October and resumed research operations off the East Coast, which have continued into 1967. At present she operates in the Atlantic from New England to the Bahamas while supporting important surveys and scientific experiments of the Naval Oceanographic Office.

USNS *James M. Gilliss* (AGOR–4) on 14 December 1962

James Madison

James Madison was born at Port Conway, Va., 16 March 1751, and graduated from the College of New Jersey (now Princeton) in 1771. He was a member of the Virginia Council of State, and in 1780 became a member of the Continental Congress. An early advocate of increased Federal power under the Articles of Confederation, Madison served in the Virginia House of Delegates 1784–86 and was instrumental in securing passage of Jefferson's religious freedom bill. He played an influential role in the movement which led to the Constitutional Convention, drafted the "Virginia Plan" which became the core of that document, and worked tirelessly for its adoption. A first-rate thinker and writer on political theory and practice, he was the author of 29 of the famous *Federalist Papers*.

Madison served in the House 1789–97 and proposed the first 10 amendments to the Constitution which became the Bill of Rights. Later, as leader of the Jeffersonian Republicans, he drew up the Virginia Resolves and condemned the Alien and Sedition Acts.

After being Secretary of State under Jefferson 1801–09, he was elected President. His first term was marred by the unpopular War of 1812 and his administration was marked by a trend toward nationalism. President James Madison, died 28 June 1836, but continues in fame as one of the Nation's most important thinkers and statesmen.

I

(RC)

The first *James Madison*, a Revenue Cutter built at Baltimore, Md., in 1807 to enforce Jefferson's embargo, was placed under Navy orders 18 June 1812 for service at Savannah, Ga., during the War of 1812. In July the cutter, commanded by Captain George Brooks, USRCS, captured British *Shamrock*, a six-gun brig laden with small arms and ammunition. Later that month she brought into Amelia Island, Fla., Bahamian schooner *Wade* carrying $20,000 in gold.

James Madison was captured by the British Navy 24 November 1812, and her officers and crew were imprisoned in New York.

II

(SSB(N)–627: dp. 7,250; l. 425′; b. 33′; dr. 31′5″; s. over 20 k.; cpl. 140; a. 16 Pol. mis.; cl. *Lafayette*)

The second *James Madison* (SSB(N)–627) was launched 15 March 1963 by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; sponsored by Mrs. A. S. "Mike" Monroney, wife of U.S. Senator Monroney of Oklahoma; and commissioned 24 July 1964, Comdr. Joseph L. Skoog, Jr. (blue crew), and Comdr. John C. Lewis (gold crew), in command.

The two crews, in turn, conducted shakedown operations at sea. Completely successful launches of A–3 missiles climaxed the cruise of each team. After post-shakedown repairs and modification in November and December of 1964, *James Madison* sailed for her first patrol 17 January 1965.

Reliability, accuracy, undetected mobility, and instant readiness are the words which characterize Polaris ships and their crews. By the end of 1966, *James Madison* had completed her 10th patrol and she continued to serve in the European area helping to prevent war. Her men may be proud that *James Madison*—by providing a seagoing platform for weapons, the traditional function of a warship—is an instrument of diplomacy and a keeper of the peace.

James Monroe

Born in Westmoreland County, Va., 28 April 1758, James Monroe interrupted his education at William and Mary College in 1776 to join the Continental Army. He saw extensive action during the Revolutionary War receiving a wound at the battle of Trenton. In 1780 he began the study of law under Thomas Jefferson, then governor of Virginia, and 2 years later was elected to the Virginia House of Delegates to begin a legislative career which took him to the Confederation Congress and the United States Senate.

He served the executive branch as Minister to France, Spain, and Great Britain. He joined Robert R. Livingston in negotiations with the French government leading to the Louisiana Purchase. President Madison appointed him Secretary of State in 1811 and added the War-Department portfolio to his duties during the closing months of the War of 1812.

Elected fifth President of the United States in 1816, Monroe led the country during a period remembered as "The Era of Good Feeling." His administration witnessed the settlement of several long standing disputes with Great Britain, the acquisition of Florida, the Missouri Compromise, and the promulgation of the Monroe Doctrine.

At the end of his second term Monroe retired to his estate, "Oak Hill" and died 4 July 1831 while on a visit to New York.

(SSB(N)–622: dp. 7,250 (surf.), 8,250 (subm.); l. 425′; b. 33′; dr. 31′5″; s. over 20 k.; cpl. 140; a. 16 Pol. mis., 4 21″ tt.; cl. *Lafayette*)

James Monroe (SSB(N)–622) was launched 4 August 1962 by Newport News Shipbuilding & Drydock Co., Newport News, Va.; sponsored by Mrs. Roswell L. Gilpatric, wife of the deputy secretary of defense; and commissioned 7 December 1963, Comdr. William H. Sandford in command.

Following shakedown off Cape Kennedy, Fla., *James Monroe* spent the early months of 1964 in ballistic missile tests. She departed for her first patrol in June 1964, emphasizing the expanded peacekeeping role of Polaris submarines.

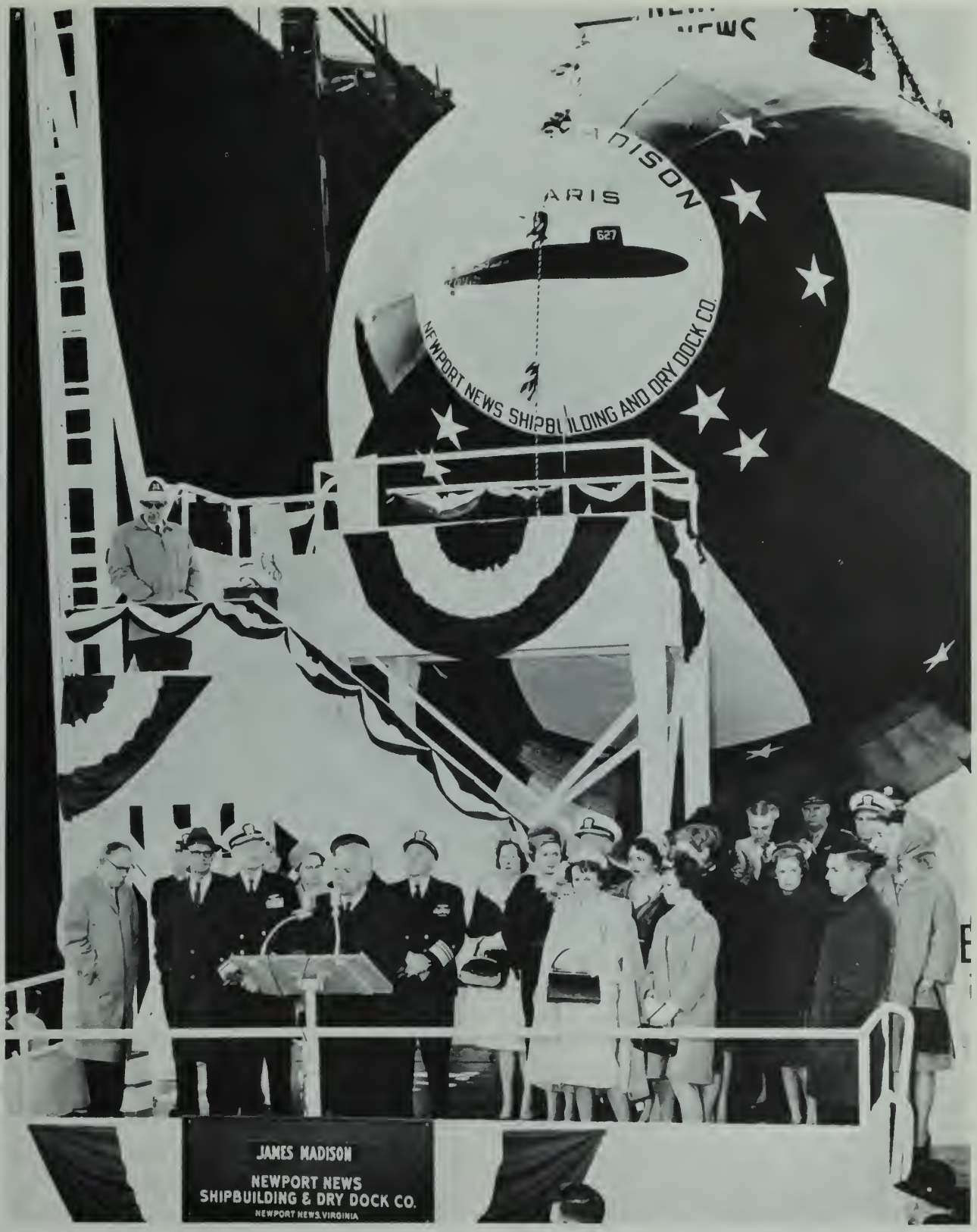
It is fitting that a submarine named for President Monroe belong to a modern United States peacekeeping force since his famous Monroe Doctrine is one of the cornerstones of American freedom. "The American continents . . ." he warned, "are henceforth not to be considered as subjects for future colonization by any European power."

During the subsequent years *James Monroe* continued her patrols and stands ready as a powerful deterrent against Communist aggression.

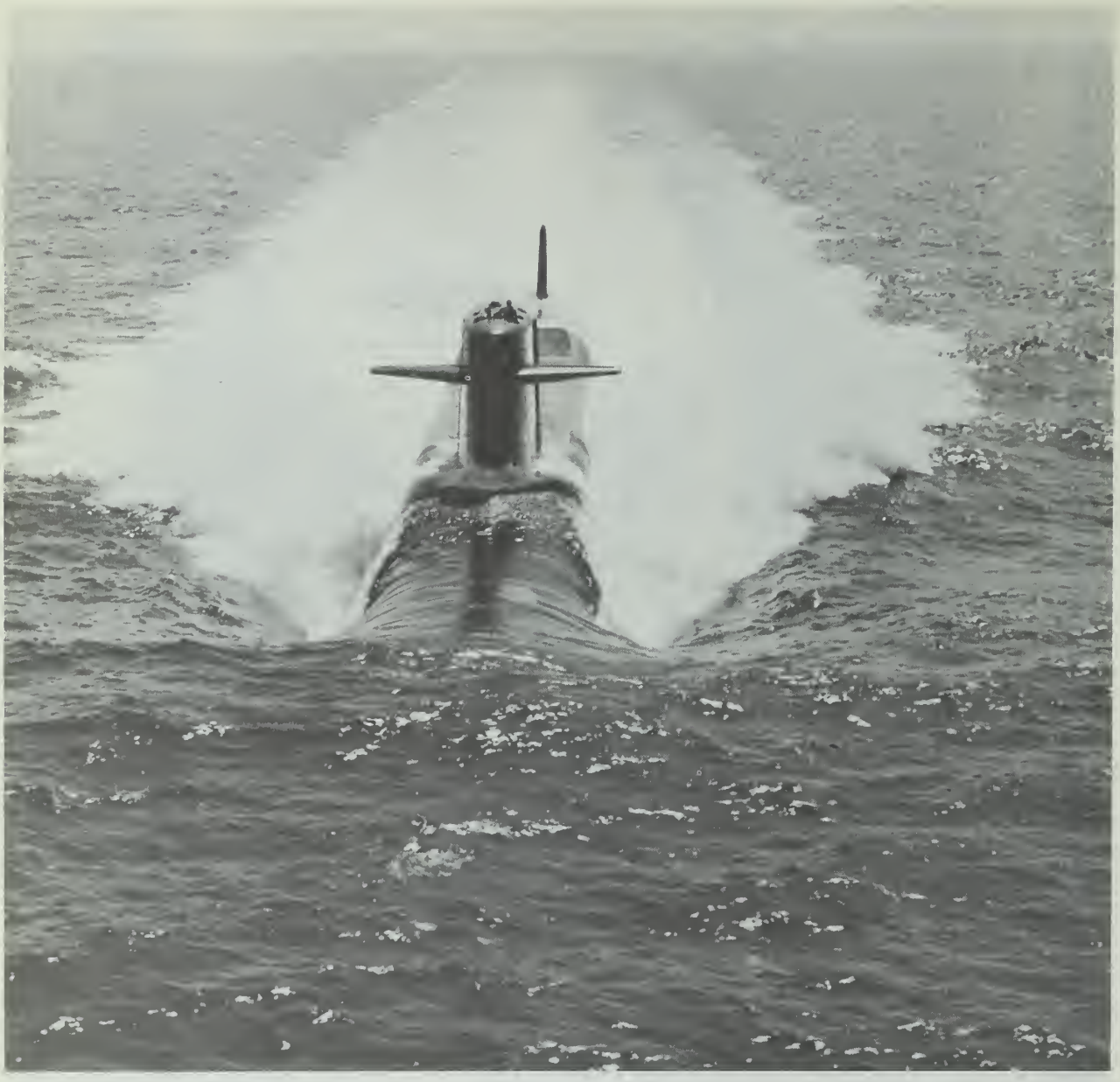
On 17 January 1967 *James Monroe* completed her 12th deterrent patrol. She has operated from both of the European Polaris replenishment anchorages, maintaining her creed and motto of "Watchful Waiting." Her ability to remain on patrol station is limited only by the amount of food carried and the mental and physical endurance of her crew.

James O'Hara

James O'Hara, born in Ireland in 1752, came to Philadelphia, Pa., from England in 1772. The following year he moved to Pittsburgh and served as a frontier trader and government agent with the Indians in western Pennsylvania and western Virginia. After the start of the Revolutionary War, he enlisted as a private in a company of volunteers and was later elected captain. He journeyed west with a force under George Rogers Clark and participated in the struggle for control of the West. From 1781 to 1783 he served as assistant quartermaster for General Nathaniel Greene. After the war, he returned to Pittsburgh and became a successful businessman. President Washington appointed him Quartermaster General of the Army 19 April 1792. O'Hara resigned his appointment 1 May 1796. From 1796 to 1802 he filled many important government contracts as a businessman. Later he became a prominent manufacturer of glass, and he helped pioneer the cotton trade between the United States and England. In addition, he became a successful banker and an enterprising land speculator. O'Hara died 16 December 1819 in Pittsburgh.



USS *James Madison* (SSBN–627) ready for launch with Secretary of the Navy Paul H. Nitze at the podium flanked by Admirals Galantin (left) and Grenfell (right) on 15 March 1963.



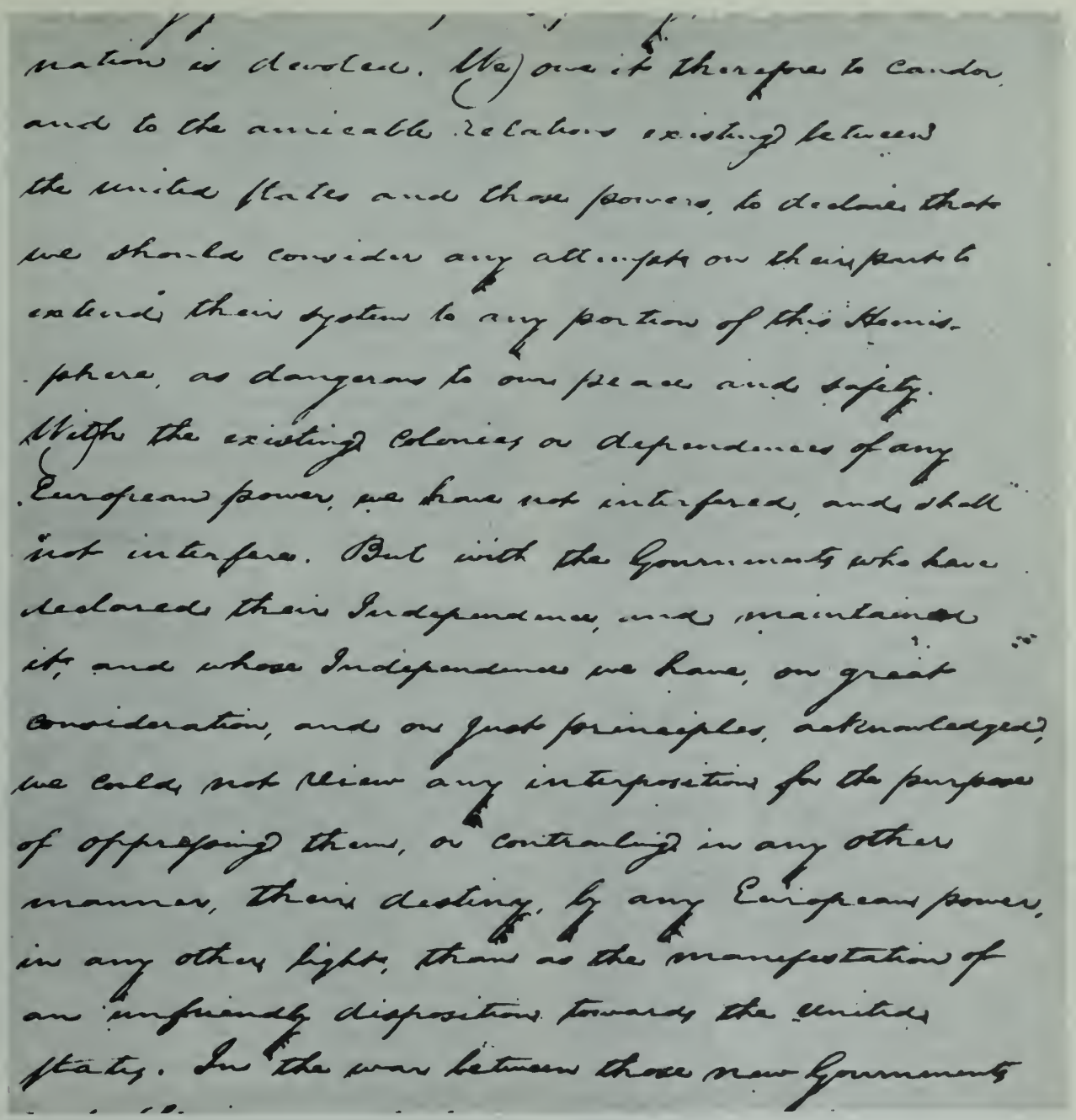
USS *James Madison* (SSBN–627) on sea trials near Hampton Roads 2 July 1964

(APA–90: dp. 8,600; l. 492′; b. 69′6″; dr. 26′6″; s. 19 k.; cpl. 538; trp. 2,200; a. 1 5″, 2 3″, 8 1.1″, 16 20mm.; T. C3–S–A1)

James O'Hara (APA–90) was laid down for the Army under Maritime Commission contract by Seattle-Tacoma Shipbuilding Corp., Tacoma, Wash., 16 June 1941; launched 30 December 1941; sponsored by Miss Anne B. Denny; and delivered to the Army 30 November 1942. During the next 4 months she served as an Army transport, steaming from the West Coast to Australia, thence via the Panama Canal to New York. Arriving New York early in April 1943. she was acquired by the Navy 15 April and commissioned 26 April, Comdr. Charles Allen in command.

After shakedown, *James O'Hara* departed Norfolk early in June for duty with the 8th Fleet in the Mediterranean. Arriving Oran, Algeria, 22 June, she prepared for the forthcoming invasion of Sicily. Carrying troops of the 45th Infantry Division, she departed 5 July for Operation "Husky"; and, as part of CENT Force under Rear Admiral A. G. Kirk, she closed the Sicilian shore off Scoglitti 10 July. Despite heavy seas and an enemy air attack, she debarked her troops as Allied forces sought to wrestle the strategic island from Axis control.

During almost the next 2 months *James O'Hara* shuttled troops from North Africa to Sicily; then she prepared to take part in the invasion of Italy. Assigned to Rear Admiral J. L. Hall's Southern Attack Force, she departed Oran 5 September and approached the Gulf of Salerno late 8 September as the Allies announced the armistice with Italy. During mid-watch, 9 September, she debarked assault troops in landing boats, and later began unloading cargo. Her boats assisted HMS *Abercrombie*, damaged by a German mine. Undaunted by German air



nation is devoted. We owe it therefore to candor
and to the amicable relations existing between
the United States and those powers, to declare that
we should consider any attempt on their part to
extend their system to any portion of this Hemis-
phere, as dangerous to our peace and safety.
With the existing Colonies or dependencies of any
European power, we have not interfered, and shall
not interfere. But with the Governments who have
declared their Independence, and maintained
it, and whose Independence we have, on great
consideration, and on just principles, acknowledged,
we could not view any interposition for the purpose
of oppressing them, or controlling in any other
manner, their destiny, by any European power,
in any other light, than as the manifestation of
an unfriendly disposition towards the United
States. In the war between those new Governments

President James Monroe—message to Congress 2 December 1823, later becoming the "Monroe Doctrine"

attacks, the veteran transport discharged cargo at the Paestrum beaches before departing for Oran 11 September. As Allied forces secured Salerno, entered Naples, and began the hard-fought drive up the boot of Italy, she continued to transport reinforcements and cargo from North Africa to Italy. On 30 November she departed Oran in convoy for the United Kingdom; and, with almost 2,000 troops embarked, she arrived Belfast, Northern Ireland, 9 December. Departing for the United States 20 December, she reached New York 31 December.

Sailing for Norfolk 15 February 1944, *James O'Hara* embarked marines and loaded cargo before departing for the Pacific 26 February. She arrived Pearl Harbor 16 March and during the next 2 months practiced for the forthcoming invasion of the Marianas. As part of Vice Admiral R. K. Turner's Northern Attack Force, she departed Pearl Harbor 29 May; touched at Eniwetok; and, carrying troops of the 4th Marine Division, arrived off Saipan in the early hours of 15 June. She debarked her troops in the initial assault waves, then discharged cargo as bitter fighting raged on shore. After embarking casualties and enemy prisoners, she departed 17 June and cruised northeast of Saipan while Vice Admiral Marc Mitscher's Fast Carrier Task Force defeated Admiral Ozawa's Mobile Fleet in the Battle of the Philippine Sea, the greatest carrier battle of the war. Following the re-

sounding American victory, *James O'Hara* returned to Saipan 23 June; completed unloading cargo; and departed 24 June for Eniwetok and Pearl Harbor.

Following additional amphibious training, *James O'Hara* departed in convoy 12 August and reached Guadalcanal the 24th. On 8 September she sailed for the Palau invasion, aimed at securing air bases prior to the scheduled invasion of the Philippines. She closed the Palaus 15 September, and 2 days later, debarked troops during the amphibious assault against Anguar Island. She remained off the Palaus until 23 September when she sailed for the Admiralties, arriving Manus 27 September.

There, *James O'Hara* embarked troops of the 1st Cavalry Division and departed in convoy 12 October for the invasion of Leyte. Assigned to the Northern Attack Force, she entered Leyte Gulf 20 October; closed about 7 miles off San Ricardo; and debarked five waves of assault troops. After unloading 476 tons of combat cargo, she sailed that evening for the Palaus and arrived Kossol Passage the 23d. She embarked survivors of escort carriers *Gambier Bay* and *St. Lo*, sunk while gallantly defending the Leyte beachhead in the Battle off Samar, and from 28 to 31 October carried them to Guam. After returning to Manus 15 November, between 17 and 29 November she transported reinforcements to Leyte and sailed to Hollandia, New Guinea, to prepare for the invasion of Luzon.

As part of Vice Admiral D. E. Barbey's San Fabian Attack Force, *James O'Hara* departed Sansapor, New Guinea, 30 December with troops of the 6th Infantry Division embarked. Steaming via Leyte Gulf and Surigao and Mindoro Straits, she entered Lingayen Gulf 9 January 1945 and boated assault troops and cargo during amphibious landings which spearheaded the liberation of Luzon. Departing the same day, she steamed via Leyte and Ulithi to Guam where she arrived 6 February to stage for the amphibious invasion of Iwo Jima.

Carrying men of the 3d Marine Division, the attack transport departed Guam 17 February and arrived off Iwo Jima the 19th. Until 27 February she operated in the retirement area; then during the next week she debarked reinforcements, unloaded cargo, and embarked casualties. On 5 March she sailed for Guam where she arrived 8 March to debark more than 400 casualties of the bitter fighting on Iwo Jima.

From 9 to 27 March, *James O'Hara* sailed via the Solomons and the New Hebrides to New Caledonia where, during the next month, she practiced amphibious attacks. Between 3 May and 15 July she transported men and supplies from New Caledonia and New Guinea to the Philippines. After loading cargo at Guiuan, Samar, she sailed for the United States 18 July and reached San Francisco 4 August.

After the cessation of hostilities, the veteran transport departed 25 August and carried troops via Eniwetok to the Philippines. Arriving Manila Bay, Luzon, 17 September, she operated along the Luzon coast until 1 October when she departed Lingayen Gulf for Japan. Steaming in convoy, she reached Wakayama, Honshu, 7 October and debarked occupation troops. She departed Nagoya, Honshu, 28 October; embarked returning veterans at Tinian 3 November; and sailed for San Francisco 5 November. After arriving 17 November, between 22 December and 4 February 1946 she made another "Magic-Carpet" run to Saipan and back to the West Coast.

James O'Hara decommissioned at San Francisco 5 April 1946 and was transferred to the Army the same day. During the next 4 years she served out of Seattle, Wash., as a transport under the Army Transportation Corps. Reacquired by the Navy 1 March 1950, she was reclassified T–AP–179 on 28 April and assigned to MSTS.

During the struggle to repulse Communist aggression in South Korea, *James O'Hara* transported troops and supplies from the West Coast to the Far East. Operating primarily out of Seattle, between October 1950 and July 1954 she made 18 deployments to ports in Japan and South Korea. In addition she supplied American bases in the Marshalls and the Marianas, and she made numerous troop training and rotation runs to bases in Alaska. She continued this pattern of deployment and readiness operations until 30 November 1959 when she arrived Seattle for inactivation. She entered the National Defense Reserve Fleet in Puget Sound 14 January 1960. Transferred to the Maritime Administration in November, her name was struck from the Navy List 1 July 1961. At present she is berthed at Olympia, Wash.

James O'Hara received seven battle stars for World War II service and one battle star for Korean service.

James R. Ward, see *J. Richard Ward* (DE–243)

James River

A river in Virginia.

(SP–861: l. 58′; b. 11′6″ dr. 2′9″; s. 10 k.; cpl. 5; a. 2 1-pdrs.)

James River (SP–861), a motor boat built by C. Crockett of Pocomoke City, Md., was acquired by the Navy in May 1917 from the Virginia State Fish and Oyster Commission. Her first commanding officer was B. W. Parker, Chief Master-at-Arms.

James River served as a patrol boat in the 5th Naval District, and was assigned to Pocomoke Sound, the James and Elizabeth Rivers, and other parts of Chesapeake Bay. She was returned to her owners 22 October 1918.

II

(LSMR–510: dp. 790; l. 206′3″; b. 34′6″; dr. 7′2″; s. 13 k.; cpl. 138; a. 1 5″, 4 40mm., 8 20mm., 4 4.2″ m., 10 rkt.; cl. *LSMR–401*)

LSMR–510 was laid down by Brown Shipbuilding Co., Houston, Tex., 7 April 1945; launched 5 May 1945; and commissioned 1 July 1945, Lt. Werner E. Cederberg in command.

Departing Galveston, Tex., 10 July, *LSMR–510* steamed to Charleston, S.C., where she arrived 15 July. From 3 to 5 August she sailed to Little Creek, Va., for training in Chesapeake Bay and along the Virginia coast. Assigned to LSMR Squadron 4, she departed Little Creek 4 October for the Great Lakes. Steaming via the St. Lawrence River, she arrived Rochester, N.Y., 16 October, and for the next few weeks cruised to Detroit, Mich., and Milwaukee, Wis. She departed Milwaukee 29 October and returned to Little Creek 15 November.

During the next 2 months, *LSMR–510* continued training and readiness operations out of Little Creek. She departed 29 January 1946 for squadron exercises in the Caribbean; and, after reaching San Juan, P.R., 3 February, she operated off Culebra Island. Between 12 and 14 February she sailed to Guantanamo Bay, Cuba, where she participated in tactical exercises. Departing 15 March for the United States, she touched at Bermuda 19 March and reached Little Creek the 24th.

Following duty out of Norfolk and Baltimore, *LSMR–510* departed Little Creek for the West Coast 18 October. Steaming via Corpus Christi, Tex., and the Panama Canal, she arrived San Diego 20 November. Assigned to LSMR Squadron 3, she operated out of San Diego; decommissioned there 5 February 1947; and entered the Pacific Reserve Fleet. While berthed at San Diego, she was named *James River* 1 October 1955. Her name was struck from the Navy List 1 February 1960, and she was sold to Miami Terminal Transport Co. of New York City 12 April 1961.

James Rowan, see *Allioth* (AK–109)

James S. Chambers

(Sch.: t. 401; l. 124′6″; b. 29′3″; dph. 12′2″; cpl. 62; a. 4 32-pdrs.)

James S. Chambers was a three-masted schooner purchased by the Navy at Philadelphia 4 September 1861; and commissioned at Philadelphia Navy Yard 16 December, Lt. Dennis Condry in command.

The schooner sailed from Philadelphia 6 days later and joined the Gulf Blockading Squadron at Ship Island, Miss., 23 January 1862. Her diligent service in the Gulf of Mexico and off the Florida coast was first rewarded on 23 August when she captured blockade-running schooner *Corelia* with a cargo of supplies badly needed by the South. Two days later she took Confederate steamer *Union* attempting to escape with a cargo of 350 bales of cotton.

James S. Chambers scored again on 4 March 1863—the second anniversary of President Lincoln's inauguration—when men from her whaleboats boarded and took Spanish sloop *Relampago* with a cargo of coffee, liquors, and soldiers shoes. The triumph was capped late that afternoon when a sail was sighted to the south standing in for land. The unidentified ship ignored a shot across her bow and continued to race for the beach without showing any colors. The Union schooner continued the chase firing at her quarry until she ran aground. The following morning men from *James S. Chambers* boarded the wreck, a schooner of pilot boat-build, and identified her as *Ida*. They removed several boatloads of cargo before setting her afire. A final prize came on 18 June 1863 when the vigilant blockader captured schooner *Rebekah*.

A period of almost a year's blockading duty stationed at West Pass, St. George's Sound, Fla., ensued. On 12 May 1864 boats from *James S. Chambers* and *Somerset* drove off a body of Confederate sailors embarking on a boat expedition ordered to capture the Union's side-wheel steamer *Adela*.

In August 1864 *James S. Chambers* encountered a new enemy—yellow fever. The epidemic forced her to return to Philadelphia after taking the lives of 13 bluejackets and 3 officers. Only two or three members of her crew escaped the disease.

On New Year's Day 1865 the indomitable ship was back in action with the South Atlantic Blockading Squadron stationed at Bull's Bay, S.C. She was in the joint expeditionary force which attacked the rear of Charleston 12 February. A fortnight later her boat crews raided and destroyed extensive Confederate salt works and stockpiles at Palmetto Point, S.C.

Toward the end of the war *James S. Chambers* served as a quarantine vessel at Port Royal, S.C. She sailed for the North 27 July and decommissioned 31 August. *James S. Chambers* was sold at public auction in New York City to Mr. Rhinehart 27 September 1865.

James S. Hogg, see *Pavo* (AK–109)

James Screven, see *Shaula* (AK–118)

James Stewart Co. Barge, see *YC–1275*

James Thompson

James Thompson, a side wheel steamer, was renamed *Manitou* 2 June 1863 and then *Fort Hindman* (*q.v.*) 5 November.

James W. Nye, see *Ganymede* (AK–104)

James Wilson, see *Sterope* (AK–96)

James Wooley

Former name retained.

(YT–45: l. 80'9"; b. 21'; dr. 8'7"; cpl. 10)

James Wooley was built in 1899 by Lockwood Manufacturing Co., East Boston, Mass. She was purchased in 1918 from Commercial Towboat Co., and assigned to the 1st Naval District as a service craft. *James Wooley* operated in this area for the duration of her service. She decommissioned 11 April 1932, and was struck from the Navy Register 22 July 1936.

Jamestown

Jamestown, Va., is the earliest permanent settlement established by Englishmen in North America.

I

(Slp: t. 1,150; l. 163'6"; b. 32'2"; dph. 17'3"; cpl. 186; a. 4 8", 18 32-pdrs.)

The first *Jamestown* was launched in 1844 by the Navy Yard, Gosport, Va.; and commissioned there 12 December, Comdr. Robert B. Cunningham in command.

She departed Hampton Roads 25 June 1845 as flagship of Commodore Charles W. Skinner in command of United States naval vessels operating off the western coast of Africa to suppress the slave trade. At the end of her first deployment the sloop arrived Boston 6 August 1846.

While she was moored at the Boston Navy Yard word reached the United States that for the second consecutive year blight had ruined the potato crop of Ireland, depriving the people of that country of their chief means of subsistence. A joint resolution of Congress approved 3 March 1847 authorized the Secretary of the Navy to place *Jamestown* and *Macedonian* at the disposal of Captains Robert B. Forbes and George C. DeKay to carry food to the starving poor of Ireland. *Jamestown* sailed from Boston 28 March and arrived Cork, Ireland, 12 April. After unloading her life-saving cargo, the sloop returned to Boston 17 May.

As flagship of Commodore W. C. Bolton, *Jamestown* again stood out of Boston 22 July to operate on the west coast of Africa. A year later she was transferred to the Mediterranean Squadron to assist in protecting American citizens and interests during the epidemic of revolutions which convulsed Europe in 1848. After political conditions became more stable, *Jamestown* returned to Norfolk 4 May 1850.

After a year at home, she was assigned to the Brazil Squadron departing Norfolk 1 June 1851 to begin operations off South America lasting until her return to Philadelphia Navy Yard 2 May 1854. She decommissioned there 9 days later.

Recommissioning 22 February 1855, *Jamestown* sailed as flagship of the African Squadron under Commodore Crabbe, departing Key West 9 June and returning to Philadelphia 2 June 1857 and decommissioning. She recommissioned 16 December and cruised the West Indies with the Home Squadron until decommissioning at Philadelphia 14 February 1860.

After the outbreak of the Civil War, *Jamestown* recommissioned 5 June 1861 and was assigned to the Atlantic Blockading Squadron, where she compiled a record of outstanding efficiency. The sloop chased bark *Alvorado* ashore off Fernandina, Fla. and set her on fire 5 August and captured schooner *Aigburth* off the coast of Florida 31 August 1861. Four days later she captured, dismantled, and scuttled schooner *Col. Long*. Next she captured schooner *Havelock* 15 December. Her final prize was brig *Intended*, taken off Wilmington 1 May 1862.

Jamestown departed for the Pacific 12 October to protect American commerce from Confederate privateers; and she remained on that duty until after the end of the war, decommissioning at Mare Island 17 September 1865.

Having been converted to a transport and store ship, she recommissioned 3 September 1866 to serve at Panama as a store and hospital ship. Because of fever on board, *Jamestown* was ordered north 2 April 1867 and was disinfected at San Francisco. Joining the North Pacific Squadron, she served as guard and storeship at Sitka,

Alaska, from 11 September 1867 until 30 May 1868. *Jamestown* was present at the hoisting of the U.S. Flag at Sitka 18 October 1867 after Alaska was purchased from Russia—one of the significant steps in the growth of the United States to world leadership.

Jamestown arrived at Mare Island 23 July 1868; decommissioned there 13 August; and recommissioned 25 January 1869, following repairs. For almost 3 years, *Jamestown* cruised the Pacific on the west coasts of North and South America, and as far west as Tahiti and the Fiji and Hawaiian Islands.

Decommissioning 7 October 1871, *Jamestown* was placed in ordinary at Mare Island until 16 March 1876 when she recommissioned for use as a State Public Marine School. She operated at the Hawaiian Islands in this capacity until she was returned to the Navy Department and decommissioned 3 March 1879.

She recommissioned 8 May and sailed for Sitka, Alaska, where she surveyed the harbor and protected American interests. In 1881, she sailed the Pacific until decommissioning at San Francisco 21 September.

Having been fitted out as an apprentice training ship, *Jamestown* recommissioned 14 February 1882 and proceeded to the Atlantic coast via Cape Horn. In her new capacity, she sailed the Atlantic Ocean, voyaging to the West Indies, Spain, and as far north as the State of Maine. On 31 August 1888, she decommissioned at Norfolk.

Recommissioning 13 April 1889, *Jamestown* cruised to France and to the West Indies with apprentices, and decommissioned again 6 September 1892 at Norfolk.

On 9 September she was transferred to the Treasury Department for Marine Hospital Service for quarantine purposes in Hampton Roads. She was destroyed by fire at the Norfolk Navy Yard, 3 January 1913, after being returned to the Navy Department.

II

(PG–55: dp. 1,780; l. 294′; b. 38′2″; dr. 16′; s. 15 k.; cpl. 259; a. 2 3″)

The second *Jamestown* was built as *Savarona* in 1928 by Pusey & Jones Corp., Wilmington, Del., for Mrs. Thomas S. Cadwallader of Philadelphia. While Mrs. Cadwallader operated her, *Savarona* was said to be the largest and most luxurious yacht in the world. Colonel William Boyce Thompson purchased the palatial vessel in 1929 and renamed her *Alder*.

Alder was acquired by the Navy at New York 6 December 1940; converted into a gunboat in the Fletcher Division Shipyard of Bethlehem Shipbuilding Co., Hoboken, N.J.; renamed *Jamestown* and designated PG–55; and commissioned at New York Navy Yard 26 May 1941, Comdr. A. P. Lawton in command.

Jamestown's first summer in the Navy was devoted to training Naval Academy midshipmen. She sailed to Annapolis 1 June to embark her first detachment of 100 third-

USS *Jamestown*, a Sloop of War built in 1844

class men and 3 instructors for a 2-week training cruise to Norfolk.

At the end of the summer, after completing a number of similar cruises, *Jamestown* steamed to New York to be fitted out as a motor-torpedo-boat tender. When final conversion was completed, she sailed to Melville, R.I., to assist in establishing the Motor Torpedo Boat Training Center and to serve as training ship and tender for the boats of Squadron 4 while she readied herself for combat.

In June she returned to New York to receive new equipment before departing for the South Pacific. Eager for action, the tender stood out of New York Harbor 1 August. While she steamed toward the New Hebrides Islands via the Panama Canal and Pearl Harbor, the Navy daringly launched its first offensive thrust against Japan by landing the 1st Marine Division on Guadalcanal and Tulagi.

The Navy's resources available for Operation "Watchtower," meager at the outset of the fighting 7 August, were dangerously weakened by combat losses in ensuing weeks of desperate fighting against heavy odds. In September, when *Jamestown* arrived in Espiritu Santo, the marines on Guadalcanal were suffering from a critical shortage of supplies. While awaiting the arrival of the PT boats of Squadron 3, the tender busied herself escorting resupply convoys between the New Hebrides and Tulagi towing a barge carrying 2,000 barrels of gasoline and 500 quarter-ton bombs.

Jamestown was at Noumea, New Caledonia, 19 September when boats of the 1st Division of Squadron 3 arrived. Cargo ship *Bellatrix* assisted her in towing them to Espiritu Santo, where *Jamestown* entrusted them to two fast minesweepers for the final passage to Tulagi and resumed her efforts to keep vital supplies flowing through the enemy infested waters to the Marines on Guadalcanal. Finally she reported to Tulagi 22 October and there, in the center of the bitter struggle subject to constant air attack, began servicing the PT boats of Squadron 3. For the next 4 months these fearless little ships patrolled "Iron-bottom Sound" nightly, frequently challenging Japanese destroyers, cruisers, and even battleships of "the Tokyo Express". During the day *Jamestown* worked feverishly to ready the worn and battered boats for the next patrol. Besides ministering to the PT boats, the tender assisted with preliminary repairs to battle-damaged American cruisers and sent parties ashore to construct pipelines to water holes.

Jamestown and the PT boats of Squadron 3 were explicitly included in the Presidential Unit Citation awarded the 1st Marine Division for taking and holding strongly defended Japanese positions on Tulagi, Gavutu, Tanambogo, Florida, and Guadalcanal.

The tender was redesignated AGP–3 on 13 January 1943, and commenced operating under Commander Motor Torpedo Boat Squadron, Pacific Fleet. She departed Tulagi 18 February 1943 on one of countless trips made during the following year from that port to the New Hebrides or Rendova for supplies for the PT boats or acting as escort between island groups. After 12 months of this valuable service, *Jamestown* departed Tulagi 9 February 1944 for a well-earned and badly-needed overhaul at San Pedro, Calif.

Back in tip-top shape she sailed from San Pedro 17 July and arrived Espiritu Santo 5 August. By this time the Solomons and the Bismarck Archipelago were secure; and the PT boats were needed in the Southwest Pacific, where General MacArthur was fighting for New Guinea. *Jamestown* found herself shuttling supplies, equipment, and supporting troops from the Solomons to bases in New Guinea. Her former role as a tender was now filled by larger ships designed specifically for the task. *Jamestown* proudly proved her worth as a utility ship maintaining communications between PT boat bases. For example, she departed Treasury Island 6 September 1944 to rendezvous at Bougainville with a troop transport which she escorted to Milne Bay, Dutch New Guinea, returning to Treasury Island a week later ready for a similar voyage escorting merchantmen to Finschhafen, Dutch New Guinea.

Ordered to the Philippines 5 February 1945, *Jamestown* arrived Leyte 12 February to mess and berth men of Motor Torpedo Squadron 24 until 18 March. Convoy duty between Samar and Woendi, Schouten Islands was followed by voyages to Borneo and various ports in the Philippines occupying the tender until after Japan surrendered.

Jamestown departed Samar for the United States 20 October 1945 and arrived San Francisco 24 November. She decommissioned there 6 March 1946 ending her busy and useful service and was transferred to the Maritime Commission for disposal 4 September 1946. She was sold to Balfour Gutrie and Co., Ltd., 16 December 1946.

III

(AG–166: dp. 11,375 (f.); l. 441'6"; b. 56'11"; dr. 22'; s. 11 k.; cpl. 313; cl. *Oxford;* T. Z–EC2–S–C5)

The third *Jamestown* (AG–166), a converted Liberty ship, was launched as *J. Howland Gardner* under Maritime Commission contract by New England Shipbuilding Corp., South Portland, Maine, 10 July 1945; and sponsored by Mrs. George W. Elkins of Newport, R.I.

The liberty ship was completed 14 August and chartered under general agency agreement by Waterman Steamship Co., until 17 June 1946 when she went into the Maritime Reserve Fleet. She was chartered by U.S. Navigation Co., 3 February 1947, and by South Atlantic Steamship Lines, 20 October 1948.

J. Howland Gardner returned to Maritime Reserve Fleet at Beaumont, Tex. She was acquired there by the Navy 10 August 1962; renamed *Jamestown* and designated AG–166 on 6 March 1963; and commissioned 13 December at Norfolk Navy Yard, Comdr. Alan J. Kaplan in command.

The research ship was assigned to Service Squadron 8, Service Force, Atlantic Fleet, with Norfolk her home port. Her mission is "to conduct technical research operations in support of U.S. Navy electronic research projects, which include electromagnetic propagation studies and advanced communications systems such as satellite communications."

After fitting out at Norfolk, *Jamestown* departed 20 January 1964 for Guantanamo Bay, Cuba, where she underwent 2 weeks of intensive shakedown training. She was there when Cuban Fidel Castro shut off all fresh water to that base, and stood by ready to evacuate American families. Upon completion of shakedown training, she made brief visits to Kingston, Jamaica, and Key West before returning to Norfolk 27 February.

Jamestown was redesignated AGTR–3 on 1 April and 8 days later departed on her first deployment visiting Gibraltar; Valletta, Malta; Aden; Capetown; and Freetown, Sierra Leone, before returning Norfolk 17 August. The ensuing weeks were devoted to preparation for deployment off the African coast. She stood out of Norfolk 2 November for Dakar, Senegal, Capetown, South Africa, and further service acquiring new knowledge in the vital field of electronic communications. *Jamestown* then returned to Norfolk 6 February 1965. After operation in the Caribbean in the spring, she transited the Panama Canal for a cruise along the Pacific Coast of South America reaching Valparaiso, Chile, 9 June. She celebrated the Fourth of July at Callao, Peru, and then transited the Panama Canal, returning to Norfolk 23 July.

Exactly 3 months later *Jamestown* got underway for the Far East and reached Subic Bay in the Philippines 29 December. She operated in the South China Sea gathering valuable information for the Navy's ships fighting to protect the independence of South Vietnam while adding to the long Navy tradition of serving the field of scientific research. She continued operating in the Far East, often operating in the Vietnam war zone, through mid-1967.

Jamestown, see *Mariveles* (IX–197)

Jan, see *YTM–461*

256-125 O - 68 - 34

Jan Van Nassau

A former name retained.

(Str: dp. 7,560; l. 361'6"; b. 44'3"; dr. 32'11"; s. 12 k.; a. none)

Jan Van Nassau, a depot collier, was built in 1913 by W. Hamilton Company, Ltd., of Point Glasgow, Scotland, and operated as a freighter under Dutch registry. Seized by Presidential Proclamation and taken over by the Navy 20 March 1918, she commissioned the same day, Lt. (j.g.) Joseph Anson in command.

She sailed from San Juan, P.R., 3 April bound for the Canal Zone and arrived Cristobal, C.Z., 8 April, where she discharged her cargo of coal. On the 10th she sailed for Iquiqu, Chile, arriving 13 April to load 4,500 tons of nitrate vitally needed for the manufacture of Allied explosives. She returned to Balboa, C.Z., 3 May and the next day steamed for New York, arriving the 13th.

Jan Van Nassau decommissioned and was turned over to USSB 17 May for return to her former owner.

Jane II

A former name retained.

(SP–1188: t. 5; l. 35'; b. 5'6"; dr. 3'; s. 15 k.; a. 1 mg.)

Jane II (SP–1188), a wooden motor boat, was built in 1914 by A. Appel, of Trenton, N.J., and acquired by the Navy from her owner, George Gumphert of Philadelphia. in August 1917. She commissioned soon afterward, and was first commanded by A. Aspling, Coxwain, USNRF.

Assigned to the 4th Naval District, *Jane II* operated as a dispatch boat and patrol craft at the section base, Cape May, N.J. She was returned to her owner 25 November 1918.

Janirve, see *YP–231*

Janssen

Ralph Wille Janssen was born in Chicago Heights, Ill., 28 January 1915, and enlisted in the Naval Reserve 12 October 1940. He was later appointed Midshipman, undergoing training on board *Arkansas* and at the Naval Reserve Midshipman's School 1940–41. Upon commissioning, Janssen reported to destroyer *Porter* 2 August 1941, and served on her during the critical first months of the Pacific war. Promoted to Lieutenant (j.g.) 15 June 1942, he was killed 26 October 1942 when *Porter* was torpedoed by an enemy submarine during the Battle of the Santa Cruz Islands.

(DE–396: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3", 3 21" tt., 2 40mm., 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Edsall*)

Janssen (DE–396) was laid down by Brown Shipbuilding Co., Houston, Tex., 4 August 1943; launched 10 October 1943; sponsored by Mrs. Alfred Janssen, stepmother of Lieutenant (j.g.) Janssen; and commissioned 18 December 1943, Lt. Comdr. H. E. Cross in command.

Janssen departed 11 January 1944 from Galveston to conduct shakedown training out of Bermuda. Upon completion she rendezvoused 27 February with escort carrier *Bogue* and her escorts to form a submarine hunter-killer group. In the months that followed, *Janssen* and her sister ships attacked numerous submarine contacts while cruising between the United States and the Azores; and, after a brief rest in North African ports, they returned to Norfolk 2 May.

Janssen and the *Bogue* group were soon underway again cruising the convoy routes of the North Atlantic. Hunter-killer groups such as this one became a prime weapon against the U-boat and contributed importantly to the important work of keeping the supply lines to Europe and the Mediterranean open. *Janssen* arrived New York 24 September 1944 for training exercises, and in December took part in an emergency patrol off the coast of Maine, where increased U-boat activity was anticipated.

Early 1945 found *Janssen* training antisubmarine teams in Casco Bay and the Bermuda area. She got underway on offensive operations once more 28 March and conducted 2 weeks of Atlantic barrier patrol. Joining the *Bogue* group again 16 April, the ship steamed into the North Atlantic for her last patrol. Several attacks were made on U-boats. *Frederick C. Davis* was torpedoed and sunk with great loss of life 24 April. Then upon making sonar contact, *Janssen*, aided by other escorts, closed in on the enemy firing over 40 depth charges, in three separate attacks. Finally, stricken *U–546* came to the surface where she was destroyed.

The veteran destroyer escort arrived New York 11 May, after the war against Germany had officially ended. She sailed to Norfolk for the installation of additional aintiaircraft mounts in preparation for more action, this time against Japan. *Janssen* conducted training in the Caribbean in June, and arrived Pearl Harbor via the Panama Canal and California 21 August. Too late to take active part in the war against Japan, the ship embarked 100 returning veterans at Pearl Harbor and brought them to San Pedro 9 September.

Janssen again transited the Panama Canal, arriving Charleston 25 September. Designated for deactivation, she departed 24 October for Green Cove Springs, Fla., where she decommissioned 12 April 1946. *Janssen* then joined the Atlantic Reserve Fleet and, at present, is berthed at Philadelphia, Pa.

Janssen received one battle star for World War II service and shared in the Presidential Unit Citation awarded to the various ships of the *Bogue* task groups for outstanding antisubmarine work in the Atlantic during 1943–44.

Jarvis

James C. Jarvis, born in 1787, was appointed midshipman from the state of New York in 1799. Midshipman Jarvis was killed at the age of 13 during the historic engagement between the famed frigate *Constellation* and the French frigate *La Vengeance* 2 February 1800. Sent aloft in command of the topmen to secure *Constellation*'s unsupported mainmast, he refused to come down when warned that the mast might topple: "My post is here. I can't leave it until ordered." As the mast crashed, Jarvis was swept over the side with the falling rigging. Honoring Jarvis for his bravery and devotion to duty, the Sixth Congress by Joint Resolution 29 March 1800 deemed his conduct "deserving of the highest praise" and his loss "a subject of national regret."

I

(DD–38: dp. 787; l. 293'11"; b. 27'; dr. 8'4"; s. 30 k.; cpl. 83; a. 5 3", 6 18" tt.; cl. *Monaghan*)

The first *Jarvis* (DD–38) was laid down by the New York Shipbuilding Co., Camden, N.J., 1 July 1911; launched 4 April 1912; sponsored by Mrs. Jean King; and commissioned 22 October 1912, Lt. Comdr. D. P. Mannix in command.

Following shakedown off Cuba, *Jarvis* spent a year operating out of Norfolk in the Caribbean. She departed Pensacola, Fla. 20 April 1914 for patrols off Tampico and Vera Cruz, Mexico, during the Vera Cruz Occupation. Returning to Norfolk 16 June, she operated in the Atlantic until departing New York 26 May 1917 to join U.S. Naval Forces which operated in European waters under Vice Admiral W. S. Sims.

Arriving Queenstown, Ireland, via St. Nazaire, France, 11 June, she commenced patrol and escort duty along the Irish and English coasts. The operations of destroyers such as *Jarvis* were of immense value to the Allies in overcoming the German submarine menace. While not credited with sinking any U-boats, on two occasions *Jarvis* rescued crews of ships torpedoed by enemy submarines. On 19 June she rescued 41 survivors of SS *Batoum* off the

Irish coast, and she pulled 22 survivors of the British merchantman *Purley* from the North Sea 25 July. After recovering *Batoum*'s survivors, she braved a possible torpedo attack and positioned herself between SS *Mechanician* and a U-boat to protect the merchant ship from enemy torpedoes.

Jarvis operated out of Queenstown until 15 February 1918 when she sailed to Brest, France, to guard Allied shipping along the French coast. She patrolled out of Brest until 28 December; then she sailed for the United States. Arriving Philadelphia 12 January 1919, she resumed operations along the Atlantic Coast. *Jarvis* returned to Philadelphia 21 July and decommissioned 26 November. Under the terms of the London Treaty of 1930, which limited naval armament, she was scrapped and her materials sold 23 April 1935.

II

(DD–393: dp. 1,850; l. 341'4"; b. 35'6"; dr. 10'4"; s. 35 k.; cpl. 158; a. 4 5", 4 .50 cal. mg., 16 21" tt., 2 dct.; cl. *Gridley*)

The second *Jarvis* (DD–393) was laid down by Puget Sound Navy Yard, Bremerton, Wash., 21 August 1935; launched 6 May 1937; sponsored by Mrs. Thomas T. Craven, wife of Vice Admiral Craven; and commissioned 27 October 1937, Lt. Comdr. R. R. Ferguson in command.

Clearing Puget Sound 4 January 1938, *Jarvis* operated along the California coast and in the Caribbean until 1 April 1940 when she departed San Diego for fleet exercises off the Hawaiian Islands. She arrived Pearl Harbor 26 April, cruised the Pacific to Midway and Johnston Islands, and steamed to San Francisco 8 February 1941 for overhaul. Returning to Pearl Harbor 17 April to commence more than seven months of intensive maneuvers, she put into Pearl Harbor 4 December following exercises off Maui Island.

Three days later the Japanese executed the carefully planned, devastating attack on Pearl Harbor. As the first wave of enemy bombers raked Battleship Row with torpedoes and bombs, Ens. W. F. Greene laconically appraised the situation with the following entry in *Jarvis*' Deck Log: "0758 Hostilities with Japan commenced with air raid on Pearl Harbor. Went to General Quarters." Moored next to *Mugford* (DD–389) at the Navy Yard, *Jarvis* opened fire with 5-inch guns and machine guns and made preparations to get underway within minutes of the initial attack Her 5-inch guns were among the first to challenge the enemy raiders, and her gunners proudly claimed four planes.

Emerging from the attack with no loss of crew and only superficial damage, *Jarvis* sortied that morning with several cruisers and destroyers to conduct surveillance and ASW patrols. On the 16th she cleared Pearl Harbor with *Saratoga* (CV–3) and joined Task Force 14, steaming to relieve the beleaguered defenders on Wake Atoll. Recalled to Pearl Harbor 23 December, after the rescue mission aborted, *Jarvis* returned the 29th to resume ASW patrols. While operating with *Lexington* (CV–2) and her screening cruisers, *Jarvis* rescued 182 survivors of the stricken fleet oiler *Neches* (AO–5) 6 hours after she was torpedoed during mid-watch 23 January 1942.

Jarvis departed Pearl Harbor 5 February to escort a convoy to Brisbane, Australia. Following her return 27 March, she sailed 8 April for San Francisco to undergo alterations. She returned to Pearl 18 May escorting 13 ships and proceeded 5 days later via Fiji to Sidney, Australia. Arriving 18 June, she commenced convoy escort and ASW patrols from Australia to New Caledonia, continuing this duty until called to participate in the invasion of Guadalcanal.

Steaming from Sidney 14 July, *Jarvis* arrived Wellington, New Zealand, the 19th to join Task Force 62, which sailed 22 July for the Solomons. After conducting rehearsal landings in the Fiji Islands 28–30 July, the invasion force of 84 ships and 20,000 marines steamed for Guadalcanal 31 July. Protected from Japanese search planes by rain and heavy mists, the force arrived off the landing beaches at dawn 7 August.

Following naval and air bombardment of enemy defenses, the first amphibious operation of the war commenced at 0650. *Jarvis* patrolled watchfully as part of the protective screen while Marines established a beachhead. As landing operations progressed, Americans expected the Japanese to strike vigorously at the transports with land-based planes. However, during two attacks which occurred that afternoon the Americans sustained only minor damage on *Mugford* (DD–389) while splashing 14 enemy planes.

Following night patrol off the southern end of Savo Island, *Jarvis* returned to Lunga Point to screen the unloading transports. Warning of an impending air attack suspeded these operations; and the transports and their protective screen of destroyers and cruisers deployed in the body of water between Guadalcanal and Florida Island, soon to be called "Ironbottom Sound." When enemy torpedo bombers appeared about noon 8 August, they met a lethal stream of antiaircraft fire. Only 9 of the 26 planes breached the deadly defense of flaming lead, but they set *George F. Elliot* (AP–13) ablaze and torpedoed *Jarvis*.

With 5-inch shells and machine gun fire pouring out at the attackers, *Jarvis* maneuvered between *Vincennes* (CA–64) and one of the planes during the thick of the fight. As antiaircraft fire consumed the plane, its torpedo exploded against *Jarvis*' starboard side near the forward fireroom, stopping her dead in the water. Her valiant crew jettisoned the port torpedoes and quickly brought under control the fires that followed the explosion. *Dewey* (DD–349) towed her to shallow anchorage off Lunga Point; and, after the attack, she crossed "Ironbottom Sound" to Tulagi, where she transferred her wounded and commenced emergency repairs.

Despite a 50-foot gash in her side, she was considered seaworthy and ordered to proceed under cover of darkness to Efate, New Hebrides. Apparently unaware of the order, her capable skipper, Lt. Comdr. W. W. Graham, decided to steam to Sidney, Australia, for immediate repairs from *Dobbin* (AD–3). Unnoticed by her own ships, *Jarvis* departed Tulagi at midnight 9 August and moved slowly westward through "Ironbottom Sound" and between Savo Island and Cape Esperance. At 0134 she passed 3,000 yards northward of Rear Admiral Mikawa's cruisers, steaming to meet the Americans at the costly Battle of Savo Island. Mistaking her for a cruiser of the New Zealand *Achilles*-class, they fired torpedoes, and destroyer *Yunagi* later engaged her briefly, all without effect.

The gallant destroyer, continuing to retire westward, had little speed, no radio communications, and few operative guns; but she refused aid from *Blue* (DD–378) upon being sighted at 0325. After daybreak, a *Saratoga* scout plane sighted her 40 miles off Guadalcanal, trailing fuel oil and down by the bow. That was the last time Americans saw her.

The Japanese, however, still mistaking *Jarvis* for an escaping cruiser, dispatched 31 planes from Rabaul to search out and destroy her. Once discovered, the determined, but badly damaged, destroyer was no match for bombers raking the ship with bullets and torpedoes. According to Japanese records, *Jarvis* "split and sank" at 1300 on 9 August.

Although she went down with all hands, her sacrifice served a noble purpose. Had not the enemy planes located her, no doubt they would have maintained course for Guadalcanal and pounded the battle-weary American ships as they prepared to depart for Noumea, New Caledonia.

Jarvis received three battle stars for World War II service.

III

(DD–799: dp. 2,050; l. 376'6"; b. 39'8" dr. 17'9"; s. 35 k.; cpl. 320; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

The third *Jarvis* (DD–799) was laid down by the Seattle-Tacoma Shipbuilding Corp., Seattle, Wash.; 7 June 1943; launched 14 February 1944; sponsored by

USS *Jarvis* (DD–393) in Puget Sound 2 May 1938

Mrs. Harold Burkit, daughter of the Honorable R. C. Holman, U.S. Senator from Oregon; and commissioned 3 June 1944, Comdr. E. B. Ellsworth in command.

After shakedown off the California coast, *Jarvis* departed Seattle 25 August for Pearl Harbor as escort for *South Dakota* (BB–57). Arriving 31 August, she proceeded independently 3 September to Adak, Alaska, to join the North Pacific Force, engaged in operations against the Kurile Islands. Operating out of Adak and Attu, Alaska, *Jarvis* battled stormy seas and prolonged bad weather to conduct eight raids on shipping and shore installations from Paramushiru to Matsuwa. After returning to Adak 15 August 1945 from her last raid, she steamed to Aomori, Honshu, to support occupation operations. Arriving Aomori 8 September, she plied the Sea of Japan, assisting occupation landings and destroying military installations on Honshu and Hokkaido. *Jarvis* departed Yokosuka, Honshu, 19 November for the United States. Arriving Pearl Harbor 29 November, she joined the "Magic-Carpet" fleet and sailed 1 December for the East Coast via San Diego and the Panama Canal, returning veterans of the Pacific War. She reached Charleston, S.C., 22 December; deactivated as a unit of the Atlantic Reserve Fleet 11 April 1946; and decommissioned 29 June.

With the development and enlargement of the Korean crisis, *Jarvis* recommissioned 8 February 1951, Comdr. E. F. Rye in command. She operated in the Atlantic out of Charleston and Norfolk for more than a year before departing Norfolk 15 May 1952 for deployment to Korea. Steaming via Panama, the West Coast, and Japan, she arrived off Korea's eastern coast 23 June and began blockade and interdiction patrols. Under her skipper, Comdr. C. D. McCall, she ranged the coast from Songjin to Chongjin, conducting operations with the 7th Fleet until returning to Yokosuka, Japan, 18 August. Following operations in Japanese waters, she joined the Formosa Patrol from 26 September to 10 October. After completing this important duty, she proceeded to the Philippine Islands; and on the 18th she departed Subic Bay for the United States via Ceylon, Suez, and Gibraltar, arriving Norfolk 12 December.

Jarvis resumed operations with the Atlantic Fleet and on 4 May 1954 deployed to the Mediterranean, arriving Naples, Italy, 18 May. Before returning to Norfolk 9 July, she operated with the mighty 6th Fleet, America's deterrent to Communist aggression in the Middle East.

Clearing Norfolk 5 January 1955, Jarvis sailed to the West Coast, arriving Long Beach 26 January. After training off the California Coast, she departed 21 April on the first of five post-Korean war deployments to the Far East. As a unit of the powerful and versatile 7th Fleet, she ranged the Western Pacific from Japan to the Philippines, ever alert to insure peace in the unsettled Far East. While on her 1955 deployment to the Far East, she supported the evacuation of thousands of refugees from North to South Vietnam during Operation "Passage to Freedom." During all her deployments she conducted patrols in the Formosa Strait to help stabilize the Nationalist-Communist struggle and prevent the invasion of Formosa from the mainland. In 1958 she provided valuable assistance for the Chinese Nationalists during the threatened Communist invasion of Quemoy and Matsu.

Jarvis returned to Long Beach from her fifth deployment 4 March 1960 and resumed coastal operations until 24 September when she sailed for the East Coast. Arriving Philadelphia 16 October, *Jarvis* decommissioned 24 October and entered the Atlantic Reserve Fleet. On 3 November she was turned over to Spain on a 5-year renewable loan under terms of the Military Assistance Program. She serves the Spanish Navy as *Alcala Galiano* (D–24).

Jarvis received one battle star for World War II service and one battle star for Korean service.

Jasmine

A genus of shrubs of the olive family noted for their fragrant blossoms; the State flower of South Carolina.

(ScStr: t. 120; l. 79′; b. 18′3″; dr. 7′6″; cpl. 19; a. 1 20-pdr. P.r., 1 12-pdr. how.)

Jasmine, a wooden tug, was purchased at New York under the name *Peter B. Van Houten* from Palmer, Crary, & John Reid, 29 May 1863; and commissioned at New York Navy Yard 17 June, Acting Master A. L. B. Zerega in command.

Jasmine was assigned to the West Gulf Blockading Squadron and sailed for the Gulf of Mexico 21 June. On 14 July she captured sloop *Relampago* with an assorted cargo, including supplies of critical copper boiler tubing, and towed her to Key West. For the remainder of the war the tireless tug served as a supply and dispatch vessel maintaining communications between the various ships of the squadron. The end of the war found her in Pensacola, where she remained providing varied services while the squadron demobilized and the Navy resumed peacetime operations.

Jasmine sailed north early in 1866 and decommissioned at New York 12 May. She was sold to the Treasury Department 13 June 1866.

Jason

In Greek mythology, the son of Aeson, King of Iolcus in Thessaly, who commanded ship *Argo* on the famous voyage in quest of the Golden Fleece.

Monitor *Sangamon* (*q.v.*) formerly Conestoga, was renamed *Jason* 15 June 1869.

I

(AC–12: dp. 19,250; l. 536′; b. 65′; dr. 27′8″; s. 14.32 k.; cpl. 82; a. 4 4″)

The first *Jason* (AC–12) was laid down 26 March 1912; launched 16 November 1912 by Maryland Steel Co., Sparrows Point, Md.; and commissioned 26 June 1913, Captain A. M. Whitton in command.

During Woodrow Wilson's first administration, Mexico was torn by revolution and several factions struggled to attain undisputed control of the land. *Jason* sailed for the troubled area 4 September 1913 to fuel American ships stationed there. She returned to Norfolk 13 October to prepare for fueling operations in the Mediterranean.

Jason departed Norfolk 25 October, fueled ships off Italy and France, and returned to Hampton Roads, Va., 18 December. Following further fueling duties during winter maneuvers in the Caribbean and Mexican waters in early 1914, she embarked refugees from Tuxpan, Mexico, in April and transported them to Louisiana. Later that year, *Jason* was once again involved in a humanitarian gesture as she sailed from New York 14 November, bearing Christmas gifts for the Mediterranean fleet and the people of Europe. The "Christmas Ship," as she was called, returned to Norfolk 15 March 1915.

For the next 2 years *Jason* continued fueling operations, including one cruise to the West Coast March–June 1915. During the early months of the war she operated with the Atlantic Train, transporting coal, stores, and freight along the eastern United States. She continued these duties until 16 April 1918 when she arrived New York to load aviation materials for transportation to Inverness, Scotland. Upon her return to Hampton Roads 5 July, *Jason* was assigned to NOTS to transport coal along the East Coast.

After the war the fuel ship made two cruises to Europe with coal and general cargo before being detached from NOTS 22 July 1919. *Jason* sailed from Norfolk 31 July to join the Pacific Train. Six months later she returned to the East Coast and 21 September 1920 sailed with coal and stores for the ships in European waters. Upon returning to the United States, she loaded airplanes and artillery equipment and departed Philadelphia 24 January 1921 for Guam.

Jason operated in the Pacific for 2 years performing fueling operations along the coast. During 1923 she cruised to Nicaragua, embarked marines stationed there, and returned them to Norfolk. She arrived San Diego 5 May and resumed transport and fueling services until 1925.

Jason departed Pearl Harbor 2 May 1925 for service with the air squadron in the Far East. After arriving in the Phillipines 25 May, she carried marines to China to protect American interests. From 1925 to 1932 *Jason* operated in the Far East, engaging in transport duties supporting the air squadron. Peace in China was constantly jeopardized by warlike factions within and aggression from without. *Jason* and the other members of the Asiatic Fleet kept the situation in hand by making the presence of America's naval strength felt. *Jason* was reclassified AV–2 on 21 January 1930.

She returned to San Diego 13 May 1932, and decommissioned at Bremerton Navy Yard 30 June 1932. *Jason* was struck from the Navy List 19 May 1936 and sold 29 July of that year.

II

(ARH–1: dp. 16,200; l. 530′; b. 73′4″; dr. 23′4″; s. 19.2 k.; cpl. 1,158; a. 4 5″, 8 40mm.)

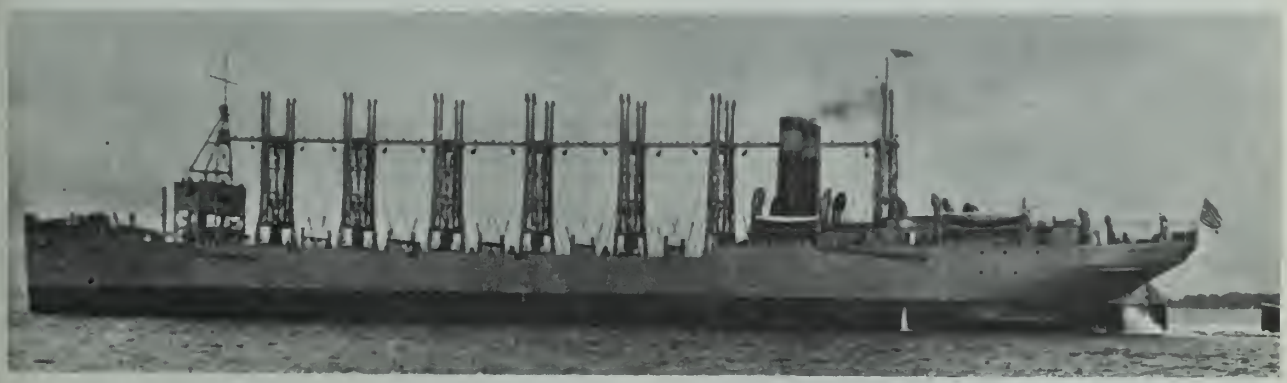
The second *Jason* (ARH–1) was launched 3 April 1943 by Los Angeles Shipbuilding and Drydock Co., Los Angeles, Calif.; sponsored by Mrs. Aubrey W. Fitch; commissioned 19 June 1944, Captain A. O. R. Bergesen in command.

Jason was commissioned as the United States accelerated its drive to push the Japanese back to their home islands. After brief shakedown and fitting out, the repair ship arrived Pearl Harbor 6 July 1944 on the first leg of her journey to the Pacific battle area. She arrived Purvis Bay in the Solomon Islands 17 August to commence operations with Service Squadron 10. Two months later she arrived Ulithi, where she was to spend the greater part of the war, performing the vital task of keeping the Navy's ships at peak strength and operating efficiency.

For 7 months at Ulithi, as American forces captured island after island from the Japanese, *Jason*, many times under enemy attack, repaired broken hulls, buckled decks and twisted bulkheads of every type of ship in the Navy. This floating shipyard turned seemingly hopeless battle wrecks into rejuvenated fighting ships again able to stand out gallantly in the final victorious months. As the action crept closer to Japan, *Jason* sailed for Leyte arriving there 28 May 1945. She remained there for the duration of the war continuing to service ships of the Pacific Fleet.

After the Japanese surrender, she joined a convoy of units from the 7th Fleet and arrived Jinsen, Korea, 8 September with the first occupation troops. She operated out of Jinsen, Korea, and Tsingtao, China until mid-February 1946, performing repair services and assisting in the evacuation of Japanese nationals. *Jason* returned Terminal Island, Calif., 9 March for overhaul. Her rest was a brief one, however, as she sailed once again in May for the Far East. For the next 4 years she serviced the Pacific fleet, alternating between Japan and California.

As the Communist menace grew bolder, and their puppet



USS *Jason* (AC–12), later converted to AV–2

regime in North Korea staged an overt act of aggression on South Korea, the United States responded to the challenge. American forces were dispatched to the area, and naval power played an important role in the conflict. With an increased number of ships in the Far East, *Jason* departed Oakland, Calif., 22 July 1950 for Sasebo and immediately began service duties upon her arrival in August. Throughout the war she remained at Sasebo for extended periods performing the vital repair tasks at hand, with only brief overhaul periods in the United States.

Following the cessation of hostilities in Korea, *Jason* returned San Diego 6 November 1953. Six months later she sailed for another WestPac deployment which included a goodwill tour to Chin Hae, Korea. It was during this cruise, that the Chinese Communists began to harrass the Nationalist-held Tachen Island. The powerful 7th Fleet, which *Jason* helped maintain, sent units into the area to make certain the peace was not violated. She returned to San Diego 13 February 1955 and commenced repair services off the West Coast.

Her next Far Eastern tour began January 1956, and she operated in Japan, Okinawa, and Formosa before returning to San Diego late October. While on still another deployment to Sasebo she was redesignated AR–8 on 9 September 1957. As *Jason* was about to return home, a near crisis flared in Indonesia, and the 7th Fleet kept watch on the potential trouble spot. Following her return to San Diego 14 February 1958, she operated there throughout the year, giving valuable service to the Pacific Fleet.

Jason was dispatched to the Far East 6 January 1959 and operated there until returning to San Diego 18 August. Her departure occurred prior to the deployment of a carrier task group in the area of Laos, as Communist insurgency once again threatened the peace. During *Jason*'s 1960 deployment, the Communists renewed their drive to undermine the neutral government of Laos, and the mighty 7th Fleet was again called to peace-keeping duties.

Following her return to San Diego 7 March 1961, *Jason* operated along the West Coast providing repair services through 1962. Another deployment with Westpac began 3 January 1963, as the Communists turned their attention on Vietnam. The 7th Fleet became a main cog in our determination to prevent Southeast Asia from falling into the hands of Communist-inspired despots. In the years since World War II, *Jason* was an important factor in keeping this force at maximum operating condition. She returned to San Diego 7 July 1963 and serviced the Pacific Fleet along the West Coast through 1964.

Jason departed San Diego 4 January 1965 and arrived Yokosuka on the 25th. After operations in Japan and at Okinawa, she reached Subic Bay 6 March and served ships of the 7th Fleet until heading home 31 August. The repair ship operated in ports of southern California until entering the Naval Shipyard at Bremerton, Wash., for overhaul 4 March 1966.

Back in top trim 6 June, *Jason* resumed West Coast operations until sailing for the Orient 9 January 1967. She served the ships of the 7th Fleet at Sasebo, Japan, and in Subic Bay until returning to San Diego 19 August.

Jason received a Korean Service Medal for Korean service.

Jasper

An opaque and impure variety of quartz, usually red in color, used as a gem. PC–486 was named for towns in Alabama, Indiana, and Texas.

I

(PYc–13: t. 230; l. 135′; b. 22′8″; dr. 16′6″; s. 13 k.; a. none)

The first *Jasper* (PYc–13), a diesel-powered yacht, was built as *Stranger* by Lake Union Dry Dock Co., Seattle, Wash., in 1938; purchased 1 July 1941 from her owner, Fred E. Lewis; renamed *Jasper;* and placed in service at San Diego 8 July 1941.

After the installation of experimental sound and electronic equipment, *Jasper* was assigned to the 11th Naval District to perform research work at the Naval Sound Laboratory, San Diego. She continued this important scientific work throughout the war taking part in experiments with radio and sound waves in cooperation with the University of California, Division of War Research. Echo-ranging equipment on board *Jasper* was used in 1946 to discover a deep 300-mile-wide oceanic layer off the coast of California.

The ship was placed out of service 14 August 1947 at San Diego and turned over to the Maritime Commission for disposal in June 1948.

II

(PC–486: dp. 295; l. 174′; b. 23′; dr. 8′; s. 20 k.; cpl. 58; a. 1 3″, 1 40mm., 5 20mm., 2 rkt., 2 dcp., 2 dct.,; cl. *PC–451*)

PC–486 was laid down by Consolidated Shipbuilding Corp., Morris Heights, N.Y., 25 October 1941; launched 25 January 1942; sponsored by Mrs. A. B. Miller; and commissioned 14 May 1942, Lt. (j.g.) Drayton Cochran in command.

After shakedown *PC–486* was assigned to the Northwestern Sea Frontier; operating out of Alaska and the Aleutians during the war, she patrolled the vital shipping lanes in the North Pacific and escorted convoys from San Francisco and Seattle to Alaska.

Following World War II, the subchaser was assigned to ASW duty in the Canal Zone. From 1946 to 1959 she operated out of the Canal Zone on ASW patrol and air-sea rescue missions. On 5 February 1952, *PC–486* rescued 18 people adrift for 6 days on disabled Columbian schooner *Gloria.* Three years later she rescued 10 people from a sunken U.S. tuna boat *Toni B* in the Caribbean, 90 miles off the Panama coast.

PC–486 was named *Jasper* 15 February 1956, and continued services in the Canal Zone until she decommissioned 30 April 1959. *Jasper* was struck from the Navy List 1 May 1959 and sold in October 1960 to Venezuela, serving at present as *Mejillon* (P–1).

BAM–29, an *Auk*-class minesweeper, was launched by Associated Shipbuilders, Seattle, Wash., 20 June 1943; completed and turned over the United Kingdom under lend-lease 12 August 1944; and served in the Royal Navy as *Jasper.* She was returned to the U.S. Navy 24 December 1946 in England, and eventually sold to Greece, where she was apparently not used as a warship.

Java

Early in the War of 1812, *Constitution* captured British frigate *Java* in a bitter fight off the coast of Brazil 29 December 1812. However, *Java*'s shattered condition and the long distance from home prompted Commodore Bainbridge to burn his prize. American frigate *Java* was named for this American victory, and, later in the Civil War, the screw sloop of war under construction at the New York Navy Yard.

(Fr: t. 1,511; l. 175′ b.p.; b. 44′6″ dph. 13′8″; cpl. 400; a. 33 long 32-pdrs., 20 42-pdr. car.)

Java was a 44-gun frigate built at Baltimore in 1814 and 1815 by Flannigan & Parsons. Not completed until after the end of the War of 1812, *Java,* Captain Oliver Hazard Perry in command, got underway from Baltimore 5 August 1815, picked up spare rigging at Hampton Roads and New York, and sailed to Newport, R.I., to fill out her crew. Ordered to the Mediterranean, the new frigate stood out from Newport 22 January 1816 in the face of a bitter gale. At sea one of her masts snapped with 10 men upon the yards, killing 5.

Java was off Algiers in April where Perry went ashore under a flag of truce and persuaded the dey of Algiers to honor the treaty which he had signed the previous summer but had been ignoring. Next she visited Tripoli with *Constellation*, *Ontario*, and *Eric* to show the strength of the United States. Then, after a cruise in the Mediterranean stopping at Syracuse, Messina, Palermo, Tunis Gibraltar, and Naples, the frigate returned to Newport early in 1817. and was laid up at Boston.

Java returned to active service in 1827 under Captain William M. Crane for a second deployment in the Mediterranean. There she protected American citizens and commerce and performed diplomatic duties. Toward the end of the cruise she served as flagship of Commodore James Biddle.

After returning to the United States in 1831, *Java* became receiving ship at Norfolk, where she was broken up in 1842.

Java was the name assigned to a screw sloop begun by the New York Navy Yard in 1963 but never completed. Her hulk was broken up in 1884.

Jawfish

SS–356, a *Perch*-class submarine, was named *Fanegal* 23 August 1942, and renamed *Jawfish* 24 September 1942. Construction by Electric Boat Co., Groton, Conn., was canceled 29 July 1944.

Jaydee III

Former name retained.

(SP–692: l. 45′; b. 10′; dr. 3′; s. 20 k.; cpl. 5; a. 1 1-pdr., 1 mg.)

Jaydee III (SP–692), was built by the Matthews Boat Co., in 1916, and acquired by the Navy from her owners, R. Talbot, J. C. Wright, Howard Wilson, and Irving Chapin, of Lincoln, Nebr., in June 1917. She commissioned soon thereafter, at Detroit, Mich., Ens. P. Springer in command.

The motor boat was assigned to the 9th, 10th, and 11th Naval Districts, based at Detroit. She served as a patrol craft and traffic regulator on the Detroit River until being returned to her owner 7 March 1919.

Jean

A former name retained.

(NOTS: t. 3,125; l. 328′; b. 42′6″; dr. 21′; s. 10 k.; cpl. 84; a. 2 3″)

Jean, a depot collier, was built in 1909 by the Newport News Shipbuilding & Drydock Co., Newport News, Va., and taken over by the Army at Newport News, in September 1917 under charter from her owner, A. H. Bull Steamship Co., of New York. On 30 August 1918 the USSB assumed control under Army account. She was commissioned by the Navy the same day Lt. Comdr. Daniel A. Sullivan, in command.

Assigned to the 5th Naval District, *Jean* operated on bare boat charter. She took aboard 2,181 tons of general cargo at Norfolk and departed 30 September for Sydney, Nova Scotia, to join an Atlantic convey of American and British ships which departed 7 October for Bordeaux, France. Diverted to Brest, France, she arrived 21 October with precious supplies for war-ravaged Europe. Steaming from Brest the 22d, *Jean* visited the ports of La Pallice, Bordeaux, and Verdon. She sailed out of Verdon harbor 3 November and arrived Newport News the 24.

She refueled, loaded 3,164 tons of cargo, and sailed 30 December for Rio de Janeiro via Barbados. She arrived 27 January 1919, exchanged her cargo of coal for coffee beans, and departed for New York via Santos, Brazil. She arrived New York 20 March and discharged her cargo. *Jean* decommissioned 15 April at Hoboken, N.J., and was returned to her original owner through the USSB.

Jean III, see *YP–606*

Jean Lafitte, see *Warren* (APA–53), ex-AP 98

Jean Lykes, see *Libra* (AK–53)

Jean Sands

A former name retained.

(ScStr: t. 139; l. 102′; b. 22′8″; dph. 6′2″; a. none)

Jean Sands was built at Brooklyn, N.Y., in 1863 and was purchased by the Navy at New York from T. F. Rowland 18 October 1864. She was stationed at the Norfolk Navy Yard where she served as a tug and salvage vessel. She was sold 16 May 1892.

Jeannette

(StBark: l. 142′; b. 25′; dr. 13′; a. none)

Jeannette was originally a gunboat in the Royal Navy and was purchased by Sir Allan Young for his arctic voyages. The ship was purchased under the name *Pandora* in 1878 by James Gordon Bennett, owner of the *New York Herald;* and renamed *Jeannette*. Bennett was an arctic enthusiast, and he obtained the cooperation and assistance of the government in fitting out an expedition to the Pole through Bering Strait. In March Congress authorized the detailing of Naval officers on the voyage, and Lt. George W. DeLong, a veteran arctic explorer, accompanied Bennett to Europe to select a ship. When *Jeannette* was chosen and named, DeLong sailed her from Havre to San Francisco during the summer and fall of 1878.

At Mare Island Navy Yard *Jeannette* was fitted with the latest equipment and was considerably strengthened for northern service. She was to sail under the orders of the Navy and subject to naval laws and discipline, even though privately owned. The crew consisted of 28 officers and men and 3 civilians. The ship contained the latest in scientific equipment; and, in addition to reaching the Pole through Bering Strait, scientific observation ranked high among the expedition's list of goals.

Jeannette departed San Francisco 8 July 1879, the Secretary of the Navy having added to her original instructions the task of searching for another polar expedition long overdue in *Vega*. She pushed northward to Alaska's Norton Sound and sent her last communication to Washington before starting north from St. Lawrence Bay, Siberia, 27 August. The ship sighted Herald Island 4 September and soon afterward was caught fast in the ice pack. For the next 21 months the sturdy *Jeannette* drifted to the northwest, ever-closer to DeLong's goal, the North Pole itself. He described in his journal the important scientific records kept by the party: "A full meteorological record is kept, soundings are taken, astronomical observations made and positions computed, dip and declination of the needle observed and recorded . . . everything we can do is done as faithfully, as strictly, as mathematically as if we were at the Pole itself, or the lives of millions depended on our adherence to routine." In May 1881 two islands were discovered and named Jeannette and Henrietta. On the night of 12 June the pressure of the ice finally began to crush *Jeannette*. DeLong and his men unloaded provisions and equipment onto the ice pack and the ship sank the following morning.

The expedition now faced a long trek to the Siberian coast, with little hope even then of rescue. Nonetheless they started off for the Lena Delta hauling their boats and supplies. After reaching several small islands in the

Siberian group and gaining some food and rest, they took to their boats 12 September in hope of reaching the mainland. As a violent storm blew up, one of the boats capsized and sank. The other two, commanded by DeLong and Chief Engineer George W. Melville, survived the severe weather but landed at widely separated points on the delta.

The party headed by DeLong began the long march inland over the marshy, half-frozen delta to hoped-for native settlements, and one by one the men died from starvation and exposure. Finally DeLong sent the two strongest ahead for help; and, though they eventually found a settlement, DeLong and his companions died on the Siberian tundra.

In the meantime, the intrepid Melville and his party had found a native village on the other side of the delta and were rescued. Melville then started for Belun, a Russian outpost, where he found the two survivors of DeLong's boat and induced a group of natives to go with him in search of his commander. He succeeded in finding their landing place on the Lena and recovered *Jeannette*'s log and other important records, but returned to Belun 27 November without locating DeLong. Keeping only two of his party, Melville then turned northward once more, and finally found the bodies of DeLong and his two companions 23 March 1882. He built a large cairn over the grave of his friends, a monument which has been reproduced in granite and marble at the United States Naval Academy.

Before leaving Siberia, Melville made an attempt to find the remains of *Jeannette*'s third boat, even though the chance of survivors was slim. He returned disappointed to Irkutsk, the capital of Siberia, 5 July 1882, almost 3 years since his departure from San Francisco in *Jeannette*. The results of the expedition, both meteorological and geographic, were important. Melville was rightly honored for his courage and tenacity, and the name of George Washington DeLong is enshrined forever among the ranks of the Navy's explorer heroes.

II

(SP–149: t. 17; l. 49′; b. 13′; dr. 4′; s. 9 k.; a. 2 mg.)

Jeannette (SP–149), or *Jeanette*, was built by B. C. Huffstetler, Miami, Fla., in 1905; acquired by the Navy from her owner, R. A. Long, of Beaufort, S.C., and commissioned 14 May 1917.

Jeannette served as a patrol craft at Port Royal and Beaufort, S.C., with occasional duties at Pensacola and the Gulf of Mexico until decommissioned 7 February 1919. She was used for a time at the Marine Corps Base, Parris Island, S.C., and was sold 16 January 1920 to the E. O. Hall boat yard, Charleston.

Jeannette Skinner

Former name retained.

(Str: t. 4,384; l. 423′9″; b. 54′; dr. 24′2″; s. 10 k.; cpl. 32; a. 1 6″, 1 6-pdr.)

Jeannette Skinner, a cargo ship, was launched in 1917 by Skinner & Eddy Corp., Seattle, Wash.; taken over by the Navy from the USSB; and commissioned 12 April 1918. Lt. Comdr. C. A. Nickerson, USNRF, in command.

Steam Bark *Jeanette* at Havre, France, just prior to departure for San Francisco in 1878

Jeanette crew members dragging their boats over the ice after the loss of their ship

Jeannette Skinner was assigned to NOTS to transport cargo from the United States to France. After loading general supplies, she departed New York 3 May and arrived Brest, France 2 weeks later. After four round-trip cruises to replenish supplies in war-depleted Europe, *Jeannette Skinner* arrived Baltimore 2 June 1919. She decommissioned 10 June and was returned to the USSB for return to her owners.

Jeff Davis

A former name retained.

(Slp)

Jeff Davis was apparently a prize captured by Union vessels off the North Carolina Sounds when they took New Bern, N.C., 14 March 1862. She was purchased from Illinois Prize Court and used as a coal hulk.

Jeffers

William Nicholon Jeffers, born in Gloucester County, N.J., 6 October 1824, was appointed Midshipman 23 September 1840. His early service was in frigates *Congress* and *United States*, and during the Mexican War he took part in the attack on Alvarado, the capture of Tobasco, and the bombardment of Vera Cruz. In the 1850's he was engaged in numerous expeditions to Central America, and was responsible for a preliminary survey of the isthmus of Honduras. During the early months of the Civil War, Jeffers commanded *Philadelphia* in the Potomac and served in frigate *Roanoke* off Charleston and Hatteras Inlet. In December 1861 he took command of *Underwriter* and soon afterward took part in the capture of Roanoke Island and the destruction of the Confederate squadron at Elizabeth City. After the wounding of Captain Worden of *Monitor* during her historic engagement with *Virginia*, Jeffers commanded her, taking part mainly in shore bombardment in the James River. For the remainder of the war he was on ordnance duty in Philadelphia and Washington. Jeffers commanded *Swatara* in the Mediterranean and in African waters, and in 1873 was made Chief of the Bureau of Ordnance. Commodore Jeffers served in this capacity for 8 years and contributed much to the science and literature of naval ordnance. He died at Washington 23 July 1883.

(DD–621: dp. 1,630; l. 348'4"; b. 36'1"; dr. 17'5"; s. 35 k.; cpl. 270; a. 4 5", 4 40mm., 5 20mm., 5 21" tt., 6 dcp., 2 dct.; cl. *Gleaves.*)

Jeffers (DD–621) was laid down by Federal Shipbuilding & Drydock Co., Kearny, N.J., 25 March 1942; launched 26 August 1942; sponsored by Mrs. Lucie Jeffers Lyons, great-granddaughter of Commodore Jeffers; and commissioned 5 November 1942, Lt. Comdr. W. G. McGarry in command.

After shakedown and training in Casco Bay, Maine, *Jeffers* operated briefly on the East Coast until departing Norfolk 18 February 1943 on her first transatlantic voyage escorting a convoy to Casablanca and returning 14 April. The ship patrolled off Argentia, Newfoundland, for a week before steaming to Norfolk to prepare for the coming invasion of Sicily.

Jeffers sailed from Norfolk 8 June with Task Force 65 and arrived Oran, Algeria, 22 June. While preparing for the giant assault, she patrolled off other African ports, shooting down a German bomber during 6 July Luftwaffe raid on Bizerte. *Jeffers* sailed 2 days later with Rear Admiral Hall's force for Gela; and, upon arrival 9 June, she guarded the transports. Early next day the great assault began, with *Jeffers* assigned the task of shooting out shore searchlights and providing fire support. As the landing proceeded with great success in the following days, the ship fired support missions and served on antisubmarine patrol. She sailed to Bizerte 18 July, but was back at Palermo 31 July with cargo ships. *Jeffers* sailed to Oran the next day, and from that port continued to New York, arriving 22 August.

After repairs at New York, the destroyer was assigned to convoy duty between East Coast ports and Scotland. As the Allies began the great buildup of men and materiel in Britian for the landings in northern France, *Jeffers* made five voyages between 5 September 1943 and 22 April 1944. On her second convoy crossing to Scotland, 21 October the ship picked up survivors from *Murphy*, after that destroyer had been cut in two by a tanker. She also took part in salvage operations which saved the stern of the stricken vessel.

After training operations, *Jeffers* sailed from New York 5 May 1944 for the United Kingdom, where she prepared for the invasion of Normandy in June. She departed Belfast 3 June for Utah Beach, where she patrolled and provided fire support as troops stormed ashore on D-day. The veteran destroyer remained off the beach until 29 June, driving off several enemy planes and assisting damaged ships. For the next two weeks she convoyed transports from Belfast to Utah Beach as more troops and supplies were poured in to the beachead, finally departing for the Mediterranean 16 July.

Next on the Allied timetable for the defeat of Germany was another invasion of France, this one in the south. Assigned to screen escort carriers covering the operation, *Jeffers* departed Malta 12 August to join her task group. Three days later, as troops landed between Cannes and Toulon, the ship remained with supporting carriers, continuing to cruise off shore until 28 September. She then sailed for New York, arriving 7 October to prepare for duty in the far Pacific.

Jeffers was converted to a destroyer-minesweeper at New York, and was reclassified DMS–27 on 15 November, She sailed 3 January 1945 for the Panama Canal and California, arriving San Diego for training 17 January. In February she moved on to Pearl Harbor and from there to the great advance base at Ulithi to prepare for the Okinawa invasion, last and largest amphibious operation of the war against Japan. As part of the preliminary minesweeping group, *Jeffers* arrived Okinawa 24 March, 1 week before the landings, and began clearing mines and marking boat lanes. During the assault 1 April the ship moved to antisubmarine screening and air defense. During the great Japanese air attack of 6 April she downed a twin-engine bomber. Six days later, while on radar picket station, she again was under heavy air attack. She downed at least one of the attackers and was nearly hit by one of the deadly Baka bombs as the attack was repulsed. *Jeffers* then assisted survivors of sunken *Mannert T. Abele.*

The veteran ship steamed into Kerama Retto to repair battle damage later that afternoon, emerging 16 April to join a carrier group operating off Okinawa in support of ground forces. She then sailed to Guam 3 May for further repairs. Departing again 26 June, *Jeffers* sailed via Siapan and Ulithi to Kerama Retto, and spent the next 6 weeks on minesweeping operations north of Okinawa. She was at anchor off Okinawa when the news of the Japanese acceptance of terms was received 15 August 1945.

Jeffers steamed into Tokyo Bay 29 August with occupation forces, and was present for the surrender ceremonies 2 September. She then joined a minesweeping group for vital sweeping operations around Japan, including hazardous operations in Tsushima Strait. Operating out of Sasebo, she continued to sweep in the Yellow Sea during November, getting underway 5 December for the United States.

Jeffers arrived San Diego 23 December and steamed via the Panama Canal to Norfolk, where she arrived 9 January 1946. The ship then began her peacetime duty, arriving Charleston 12 June. She remained there for the rest of 1946 except for a short training cruise to Casco Bay. 1947 was spent on maneuvers in the Caribbean during April and May, followed by exercises on the East Coast of the United States; and 1948 was spent entirely at various East Coast ports on training duty.

After making a short cruise to the Caribbean in early 1949, *Jeffers* sailed 6 September from Charleston for her first Mediterranean cruise. This was the period of unrest in Greece and Israel, and the ship took part in maneuvers around Malta until October, as America showed her might in the cause of peace and stability. She returned to Charleston 13 October.

The next year was spent at Charleston, except for a training cruise to Guantanamo Bay in March. She got underway again, however, 9 January 1951 for another cruise to the troubled Mediterranean. She visited Oran, Palermo, Athens, and Naples during this deployment, again taking part in 6th Fleet's important peace-keeping operations. Arriving Charleston 17 May 1951, *Jeffers* engaged in minesweeping and antisubmarine exercises until her next scheduled Mediterranean cruise, 5 June 1952. She operated with 6th Fleet carriers and destroyers until returning to her home port 13 October.

Jeffers spent the first half of 1953 in training off the Virginia Capes, departing Norfolk 16 September for operations with carrier *Bennington* and units of the Royal Canadian Navy in the Mediterranean. She returned to Charleston 3 February 1954. Operations from New York to Key West and Havana occupied the veteran destroyer-minesweeper until she decommissioned at Charleston 23 May 1955. She entered the Charleston Group, Atlantic Reserve Fleet as DD–621, having been reclassified 15 January 1955. *Jeffers* is at present berthed at Orange, Tex.

Jeffers received seven battle stars for World War II service.

Jefferson

Thomas Jefferson was born at Shadwell, Albemarle County, Va., 13 April 1743 and graduated from William and Mary College in 1762. He was admitted to the bar 5 years later. In 1769 he was elected to the Virginia House of Burgesses where he soon became a leader of the patriot faction and helped form the Virginia Committee of Correspondence. He maintained that the colonies were not subject to Parliament but were bound to England only by allegiance to the Crown.

Jefferson was sent to the Continental Congress in June 1775, and a year later he was entrusted with writing the Declaration of Independence. He returned to the Virginia legislature in October 1776 where he labored to reform the new state on democratic principles. He succeeded Patrick Henry as governor in 1779 and held that office until 1781.

Jefferson succeeded Franklin as Minister to France in 1785 and, after his return in 1789, became the Nation's first Secretary of State. Growing differences with Alexander Hamilton prompted him to resign from Washington's cabinet 31 December 1793, and he subsequently led growing opposition to the Federalist party. From 1797 to 1801 he was Vice President and he defeated John Adams in the presidential election of 1800. Upon entering the White House, Jefferson introduced a more democratic tone to public life, and his two terms as Chief Executive were marked by careful administration and rare frugality. Highlights of his presidency included the Louisiana Purchase, the Lewis and Clark Expedition, and the Navy's victory over the Barbary pirates. Their valiant and skillful fighting in the struggle with the North African corsairs gave American seamen some of their most colorful and cherished memories while strengthening the new nation's position as a power worthy of respect.

In retirement Jefferson exerted great political and intellectual influence as he worked to establish the University of Virginia. His brilliant career was brought to a fitting close when he died 4 July 1826, the 50th anniversary of his immortal Declaration of Independence.

Perhaps Jefferson's place in American history was best measured by President Kennedy while entertaining the Nobel Prize winners of the Western Hemisphere. ". . . I think," the President told his distinguished guests, "this is the most extraordinary collection of talent, of human knowledge, that has ever been gathered together at the White House, with the possible exception of when Thomas Jefferson dined alone."

I

(Sch)

The first *Jefferson* was a schooner purchased in 1802 by the United States Revenue Cutter Service and stationed at Norfolk, Va., where at the beginning of the War of 1812, she was placed under Navy orders, Captain William Ham, USRCS, in command.

She captured a British brig bound for Halifax from the West Indies in June 1812 and later in the summer she took British schooner *Patriot*. She captured three English barges in the James River 11 April 1813 and freed the crew of American schooner *Flight*, seized only a few hours before by the barges.

In the summer of 1817, she captured Spanish brig *Providentia*, the unlawful prize of Buenos Aires privateer *Mangero*. Inconclusive evidence indicates that about this time *Jefferson* may have taken a second Spanish ship, also a prize of *Mangero*. Later in the year *Jefferson* was sold.

II

(Brig: t. 509; l. 117'11"; cpl. 160; a. 16 42-pdr. car., 4 long 24-pdrs.)

The second *Jefferson* was build at Sackett's Harbor, N.Y., for service in Commodore Isaac Chauncey's fleet on Lake Ontario and launched 7 April 1814. She was manned by a crew from sloop of war *Erie* which had been laid up at Baltimore because of the British blockade of Chesapeake Bay. Comdr. Charles G. Ridgely was her captain.

Most of the guns for the new American ships had not reached Sackett's Harbor by 19 May when the British fleet arrived off the American base and began a strict blockade. *Jefferson* finally sailed with Chauncey's fleet 31 July and arrived off Niagara 5 August. With *Sylph* and *Oneida* she blockaded several English vessels inside the river while Chauncey with the rest of the fleet sailed on to Kingston to challenge the main English squadron. After remaining on blockade duty off Niagara for over a month, *Jefferson* sailed for Kingston to rejoin Chauncey. During the passage a severe storm arose 12 September and, before abating 3 days later, almost swamped the brig. Ten of her guns were thrown overboard in the struggle to save the ship.

Jefferson rejoined her fleet 17 September and operated with it during the remainder of the navigation season attempting to draw Sir James Yeo's ships into a decisive contest. Toward the end of November she was laid up for the winter. Peace obviated *Jefferson*'s planned return to commission in the spring. She apparently remained in ordinary until sold 30 April 1825.

III

The third *Jefferson*, a schooner built for the United States Revenue Cutter Service in 1833, was placed under orders of the Secretary of the Navy 6 January 1836 for service against the Seminole Indians in Florida, Captain John Jackson, USRCS in command. She sailed from Charleston 19 February and arrived Pensacola 30 April. From that time until 18 October 1837 she was active in the Gulf of Mexico visiting ports on the coast of Florida, Alabama, Mississippi, Texas, and Mexico. From time to time her duties took her to the West Indies. Returning to the Treasury Department 18 October, *Jefferson* resumed her duties as a revenue cutter at Mobile, Ala. Her name was changed to *Crawford* in April 1839. As *Crawford* she was lost at Gardiner's Point, Long Island Sound, 15 December 1847.

Jefferson, Thomas, see *Thomas Jefferson* (APA–30)

Jefferson County

Counties in 26 states.

(LST–845: dp. 1,625; l. 328'; b. 50'; dr. 14'1"; s. 12 k.; cpl. 226; a 8 40mm., 12 20mm.; cl. *LST–542*)

LST–845 was laid down by American Bridge Co., Ambridge, Pa., 23 October 1944; launched 7 December 1944; sponsored by Mrs. B. F. Fairless; and commissioned at New Orleans, La., 1 January 1945, Lt. C. E. Lowe in command.

After shakedown off the Florida coast, *LST–845* departed New Orleans for the West Coast 7 February. Steaming via the Panama Canal, she loaded cargo at San Diego and San Francisco, then sailed 15 March for the Hawaiian Islands. She touched at Maui 24 March to unload cargo; reached Pearl Harbor the 26th; and returned to Maui 4 April for amphibious training operations. While beached 6 April, she broached in heavy surf and sustained heavy damage to her hull. Towed out to sea 9 April, she underwent repairs at Pearl Harbor from 10 April to 27 July before resuming amphibious training.

Carrying troops and cargo, *LST–845* departed Pearl Harbor in convoy for Japan 29 August. She arrived Sasebo 22 September and supported occupation landings before sailing for the Philippines 3 days later. Steaming via Subic Bay, she reached Lingayen Gulf 7 October to embark more occupation troops for transportation to Japan. Between 12 and 19 October she sailed to Sasebo; and, during the next month, she supported occupation operations along the western coast of Kyushu Island. Departing Sasebo late in November, she steamed via the Marianas to Pearl Harbor where she arrived 20 January 1946.

LST–845 operated out of Pearl Harbor until 29 April when she sailed for the Far East. Sailing via Okinawa, she arrived off Shanghai, China, 30 May. During the next 2 months, she operated from Nanking to Hankow in the Yangtze River, carrying men and military cargo and supporting Chiang Kai-shek's Chinese Nationalist troops during their struggle with the Chinese Communist forces for control of the Chinese mainland. She departed Shanghai 24 July; and, after steaming on cargo runs to the Philippines and Okinawa, she returned to Tsingtao, China, 3 September, loaded with military cargo. Then, from 9 to 28 September, she sailed to Pearl Harbor. Departing 4 December for the West Coast, she touched at San Francisco the 15th and reached San Diego 20 December.

During the next 2 years she took part in amphibious training operations out of San Diego. Between 10 January and 4 March 1949 she transported cargo to Juneau and Kodiak, Alaska. Departing San Diego 16 May, *LST–845* made a cargo run to the mid-Pacific, carrying military supplies to bases in the Marshalls and the Marianas. After returning to San Diego 17 July, she operated off southern California during the next 12 months.

In response to the invasion of South Korea by North Korean troops 25 June 1950, *LST–845* departed San Diego 10 August and sailed to the Far East to bolster the American effort to repel this Communist aggression. Arriving Kobe, Japan, 6 September, she embarked combat troops and departed 10 September for amphibious landings at Inchon, Korea, which were designed to thwart the Communist advance through South Korea and spearhead an Allied offensive northward. Standing off Inchon, she boated troops for the assault; and, following the successful landings, she remained off Inchon during the next month to unload military cargo. She departed Inchon 15 October and steamed to the eastern coast of Korea to carry cargo from Pusan to Wonsan and Hungnam. Following the entrance of Communist China into the Korean conflict, *LST–845* supported the evacuation of Hungnam and made three runs south to Pusan. On 24 December she helped evacuate the remaining military forces before sailing via Pusan to Japan where she arrived Yokosuka 31 December. During the next few months *LST–845* continued to carry cargo between Japan and ports in South Korea. She departed Yokosuka 25 April 1951, sailed via Pearl Harbor, and reached San Diego 23 May.

LST–845 took part in amphibious training operations for the better part of a year; and, after overhaul, she de-

parted San Diego 26 May 1952 to again support U.N. forces in Korea. Arriving Sasebo, Japan, 10 July, she spent more than 6 months in Japanese and Korean waters bolstering the naval supply line to South Korea. She departed the Far East 4 February 1953, arrived San Diego 5 March, and operated off southern California during the remainder of 1953.

Departing San Diego 25 January 1954, *LST–845* steamed on her third deployment with the mighty 7th Fleet in the Far East. She reached Yokosuka 25 February; and during the next 5 months cargo runs and amphibious exercises sent her from Japan to Iwo Jima, Okinawa, and Inchon. On 14 August she departed Yokosuka for Haiphong, North Vietnam, to provide support for Operation "Passage to Freedom." She reached Haiphong 27 August and made four runs to Tourane, South Vietnam, during the several weeks. In addition to transporting military cargo, she carried civilian refugees seeking to escape from Communist domination in North Vietnam. After returning to Yokosuka 20 October, *LST–845* sailed for the United States 7 November and arrived San Diego 12 December.

While operating out of San Diego, *LST–845* was named *Jefferson County* 1 July 1955. She trained along the California coast until 13 August 1957 when she again departed for the western Pacific. She arrived Yokosuka 13 September and resumed cargo runs and amphibious exercises which carried her along the Japanese coast to Okinawa, Hong Kong, and the Philippines. Departing Dingalan Bay, Luzon, 1 March, she arrived San Diego 1 April.

Jefferson County sailed for the Marshall Islands 9 October; and, after arriving Kwajalein 2 November, she operated during the next 3 months supporting the establishment of Air Force stations in the Marshalls. She returned to San Diego 4 March 1959. Following amphibious training out of San Diego, she departed for the Far East 1 October. She reached Yokosuka 3 November and resumed training and readiness exercises along the coast of Japan. Sailing for the United States 12 April 1960, she arrived San Diego 5 May. She decommissioned there 28 November 1960 and entered the Pacific Reserve Fleet. Her name was struck from the Navy List 1 February 1961. She was sold to Zidell Explorations, Inc., 22 August 1961.

LST–845 received five battle stars for Korean service.

Jeffery, Ira. see *Ira Jeffery* (DE–63)

Jeka, see *YT–352*

Jekyl

An island off the coast of Georgia.

(AG–135: dp. 520; l. 177′; b. 33′; dr. 10′; s. 13 k.; cpl. 26; cl. *Camano*)

Jekyl (AG–135) was built in 1944 by Wheeler Shipbuilding Corp., Long Island, N.Y., for the Army and served as *FS–282* until being transferred to the Navy at Guam 22 February 1947. She was converted to Navy use and commissioned at Guam 2 May 1947, Lt. F. E. Richards in command.

One of a group of small Army cargo ships transferred to the Navy for use among the Pacific Islands, *Jekyl* carried ammunition, food, and supplies to various island bases and outposts. She operated mainly from Kwajalein Atoll, and steamed through the Marianas and Carolines to Pearl Harbor in support of occupation forces. The ship also transported officials of the civil governments and helped carry native products as America began to restore normal life to the ravaged Pacific. On 31 March 1949 she was reclassified AKL–6.

The ship was relieved of her duties in December 1949 and arrived Pearl Harbor on the 15th. From there she steamed to Seattle, where she decommissioned 12 April 1950, and was placed in reserve at Astoria, Oreg. *Jekyl* was sold 18 May 1960 and scrapped.

Jenkins

Thortan A. Jenkins was born at Orange Court House. Va., 11 December 1811. He entered the Navy as a midshipman 1 November 1828 and served first in the West Indies in an expedition against pirates and slavers. Examined for a commission as Lieutenant, he placed first among 82 candidates.

Prior to the Mexican War, Jenkins served with the Coast Survey and with the Brazilian and Mediterranean Squadrons. During the war with Mexico, as executive officer of *Germantown*, he led landing parties from his ship at Tuxpan and Tabasco. Later, he commanded hospital ship *Relief* and the Supply Station at Salmedena Island. In the interval between the wars, he served in the receiving ship at Baltimore, returned to the Coast Survey, and was Secretary of the Lighthouse Board.

His Civil War record was distinguished. Serving primarily in the West Gulf Blockading Squadron of David Farragut, he commanded *Oneida*. He served as chief of staff to Farragut, and was later wounded while commanding a convoy escort group. As Senior Officer Present, in command of *Richmond*, he received the surrender of Port Hudson 9 July 1863. He later commanded a division of the Squadron.

Jenkins was Chief of the Bureau of Navigation, from 1865 to 1869, and he commanded the Asiatic Station from 1870 until his retirement in 1873. Rear Admiral Jenkins was President of the Naval Institute from 1883 to 1885, and died 9 August 1893.

I

(DD–42: dp. 787; l. 293′11″; b. 27′; dr. 8′4″; s. 29 k.; cpl. 83; a. 5 3″, 6 18″ tt.; cl. *Monaghan*)

Jenkins (DD–42) was laid down 24 March 1911 by Bath Iron Works, Bath, Maine; launched 29 April 1912; sponsored by Miss Alice Jenkins, daughter of Rear Admiral Jenkins; and commissioned 15 June 1912, Lt. Comdr. E. H. Delany in command.

In the years that preceded World War I *Jenkins*, based at Newport, R.I., trained with the Atlantic Fleet, sailing to the Caribbean for winter maneuvers operating along the East Coast in summer. In addition, she sailed to Tampico, Mexico, in mid-April 1914 to support the American occupation of Vera Cruz.

As the war raged in Europe, *Jenkins* continued patrol operations along the North American coast in search of possible German U-boats. The patrols and maneuvers sharpened her war-readiness, so that, true to Navy tradition, she was ready for any eventuality when she sailed for Europe 26 May 1917.

Based at Queenstown, Ireland, *Jenkins* and her sister destroyers patrolled the eastern Atlantic, escorting convoys and rescuing survivors of sunken merchantmen. She continued escort and patrol duty for the duration of the War. Though she made several submarine contacts no results were determined. Following the signing of the Armistice 11 November 1918, *Jenkins* sailed for home, arriving Boston 3 January 1919.

The destroyer operated along the Atlantic coast until arriving at Philadelphia 20 July. She remained there until decommissioning 31 October 1919. *Jenkins* was scrapped in 1935 in accordance with the Treaty of London.

II

(DD–447: dp. 2,100; l. 376′4″; b. 39′5″; dr. 13′; s. 35.5 k.; cpl. 273; a. 5 5″, 10 40mm., 7 20mm., 10 21″ tt.; 2 dct., 6 dcp.; cl. *Fletcher*)

Jenkins (DD–447) was laid down by Federal Shipbuilding & Drydock Co., Kearny, N.J., 27 November 1941; launched 21 June 1942; sponsored by Mrs. Marion Parker Embry; and commissioned 31 July 1942, Lt. Comdr. H. F. Miller in command.

After a training period during the summer of 1942, *Jenkins* departed Casco Bay, Maine, 24 October as escort to a convoy headed for the North African campaign. She screened heavy ships during the shore bombardment,

as the attack force arrived off Casablanca 8 November. Following the successful assault, the destroyer returned to New York 19 November to prepare for action in the Pacific.

Arriving at Noumea, New Caldonia 4 January 1943, she immediately began escort and patrol duty among the Solomon Islands and in the Coral Sea. Her first Pacific landing operation began 29 June, when she joined other units in supporting the invasion of New Georgia Island. *Jenkins* splashed several enemy planes, as the Japanese fought back with considerable air strength.

Assigned to Rear Adm. W. L. Ainsworth's Task Group 36.1, *Jenkins* departed Tulagi 5 July and steamed up the Slot to intercept a Japanese destroyer and transport force carrying reinforcements to Kolombangara. Radar detected the enemy during mid-watch; and during the Battle of Kula Gulf 6 July, American gunfire sank one destroyer and drove another ashore. Enemy torpedoes sank *Helena*.

Following this operation, *Jenkins* was dispatched 18 July to a position 100 miles south of Santa Cruz Island to assist damaged seaplane tender *Chincoteague*. Although under attack from enemy bombers, the destroyer escorted *Chincoteague* back to Espiritu Santo.

During the next 4 months *Jenkins* engaged in escort duty, training exercises, and preparations for the Gilbert Islands campaign. She joined the screen of Rear Adm. W. A. Radford's Northern Carrier Group which bombed Makin and Tarawa during the landings 15 November. Then the destroyer sailed with the carrier force to attack Kwajalein and Wotje in the Marshalls on 4 December. During these raids the carrier *Lexington* was hit by a torpedo, and *Jenkins* was assigned to escort her back to Pearl Harbor where she arrived 9 December.

Jenkins departed Hawaii 25 January 1944 with a tanker unit to fuel fast carriers and ships covering the Marshall Islands campaign. She operated with the refueling group through February, and conducted shore bombardment on Bougainville during March. She departed Seeadler Harbor 20 April to rendezvous with Task Force 77 for amphibious operations at Hollandia and Aitape. The landings took place 22 April, and their successful conclusion gave American Pacific forces another base from which to unleash further attacks on remaining enemy held islands. After escort duty and ASW patrols, *Jenkins* made a search in early June to thwart any attempt by the Japanese to reinforce their Biak garrison. She then covered and provided shore bombardment for the invasions of Noemfoor, Sansapor, and Morotai, as well as patrolling and escorting reinforcements for these operations throughout the summer.

Jenkins once again departed Manus, Admiralties, 12 October for the Leyte invasion scheduled 20 October. Upon arrival, the destroyer was assigned to radar picket duty, from which she performed fighter director duties. As other units of the fleet were decisively defeating the enemy fleet in the historic Battle for Leyte Gulf, *Jenkins* continued her services on the picket station until 27 November.

On 28 December *Jenkins* sortied from Aitape to provide close cover for the Luzon Attack Force. After receiving some damage from the enemy shore battery, the destroyer returned to Leyte 12 January 1945. Ten days later she departed to assist in hunter-killer operations in the Lingayen Gulf area. She remained on ASW patrol until proceeding to cover minesweeping and shore bombardment on Corregidor 13 February. She continued to support the landings in the islands, giving valuable fire support and ASW assistance until late April.

She departed Subic Bay 24 April to cover minesweeping and amphibious operations in the Celebes Sea off Borneo. *Jenkins* struck a mine off Takaran Island 30 April and sailed into Subic Bay for repairs. On 18 June she sailed for the United States to complete repairs, arriving San Pedro 8 July. She remained on the West Coast through the duration of the war. The battle-scarred destroyer decommissioned at San Diego 1 May 1946.

The outbreak of the Korean conflict necessitated additional naval strength to maintain America's worldwide commitments. *Jenkins* recommissioned as DDE–447 on 2 November 1951 under the command of Comdr. C. F. McGivern. She departed San Diego 25 February 1952 for a training period at Pearl Harbor. Upon completion of training, she arrived Japan 12 June; and during the summer she operated with Task Force 77 which furnished air support for the ground forces in Korea. She also engaged in patrol duties off Korea and Formosa before returning to her home port Pearl Harbor 5 December.

She operated out of Pearl until 10 November 1953 when she sailed for another Far Eastern tour. This cruise was highlighted by Korean and Formosan patrols before returning to Pearl Harbor 15 June. From 1954 through 1963, *Jenkins* sailed annually to the Far East for peacekeeping operations with the 7th Fleet. In her 1958 deployment the 7th Fleet was on ready alert, as the Chinese Communists commenced harassment of the Chinese Nationalist islands of Quemoy and Matsu.

During the sixties the 7th Fleet deployments were of greater importance because of the Communist insurgency in Laos and Vietnam. For the greater part of 1964 and 1965, *Jenkins* operated out of Pearl Harbor.

Jenkins sailed for the Far East 9 February 1966 and on the 21st was assigned to gunfire support duty and effectively shelled enemy troop concentrations to assist Marine fighting in Vietnam. But for breathers in the Philippines and Japan, she continued this duty until returning to Pearl Harbor 22 July.

Jenkins operated in Hawaiian waters until entering U.S. Naval Shipyard at Pearl Harbor 11 September for a major overhaul which was completed early in 1967. The destroyer then prepared for another deployment in the war zone.

Jenkins received 14 battle stars for World War II service and 1 star for Korean War service.

Jenks

Henry Pease Jenks was born in Chicago, Ill., 31 May 1914 and enlisted in the Navy 8 October 1940. After undergoing Reserve Officer training, he was appointed Ensign 6 June 1941 and reported to criuser *Atlanta*, soon to be commissioned. In June 1942, Jenks served in *Atlanta* during the epochal Battle of Midway and later during the landings on Guadalcanal, first American amphibious operation of the war. In the great Naval Battle of Guadalcanal, 13 November 1942, in which the Japanese move on the island was frustrated, *Atlanta* was torpedoed in the early stages of the action and damaged severely by enemy gunfire. She survived the night, but was scuttled next day off Lunga Point. Lieutenant (j.g.) Jenks was killed in the battle, for which his gallant ship received the Presidential Unit Citation.

(DE–665: dp. 1,400; l. 306′, b. 36′10″; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 4 1.1″, 3 21″ tt., 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Buckley*)

Jenks (DE–665) was laid down by Dravo Corp., Pittsburgh, Pa., 12 May 1943; launched 11 September 1943; sponsored by Mrs. M. L. Jenks, mother of Lieutenant (j.g.) Jenks; and commissioned at New Orleans 19 January 1944, Lt. Comdr. J. F. Way in Command.

Following shakedown training out of Bermuda in February, the ship moved to the all-important Atlantic convoy lanes to act as an escort ship during the great buildup of men and supplies in Europe. She arrived New York 21 April after one such voyage to the United Kingdom in April. Following training exercises, she steamed to Norfolk 10 May and joined escort carrier *Guadalcanal* and her hunter-killer group under Captain Daniel V. Gallery. The ships sortied 15 May bound for the Atlantic shipping lanes in quest of German submarines. After 2 weeks of searching, the group was headed toward Casablanca when on 4 June it detected *U–505* and closed for the attack. An accurate depth charge attack by *Chatclain* brought the submarine to the surface, where her crew abandoned

ship. Immediately, a well-planned boarding action commenced; and, despite the danger from damage and German booby traps, intrepid salvage parties succeeded in saving the submarine. *Jenks* picked up survivors from the U-boat, and her boat went alongside to take off valuable bridge publications. Through skillful damage control work the captured submarine, a major intelligence find, was gotten safely and secretly to Bermuda.

Jenks returned from this history-making cruise 16 June and arrived New London 28 June to serve as a training ship. She remained on this duty until late July, and departed Norfolk the 31st with another convoy to the Mediterranean. In the months that followed the ship made four escort voyages to African ports, helping to protect the vital flow of supplies and men. Between assignments she engaged in training out of Casco Bay, Maine.

Jenks reached Boston on her final convoy voyage 19 May 1945, the war against the European foe then over. The ship underwent much-needed voyage repairs at Boston Navy Yard and then sailed to Miami, arriving 8 June to serve as school ship for the Naval Training Center. In August she took part in training exercises in the Caribbean. *Jenks* continued peacetime operations out of Charlestown and Key West until arriving Green Cove Springs, Fla., 2 May 1946. She decommissioned 26 June 1946, entered the Atlantic Reserve Fleet, and was later moved to the Texas Group, where she remained until she was struck from the Navy List 1 February 1966 and scrapped.

Jenks received two battle stars for World War II service, in addition to the Presidential Unit Citation for taking part in the capture of *U–505*.

Jennings, Jonathan, see *Talita* (AKS–8)

Jennings, Walter, see *Vandalia* (IX–191)

Jennings County

A county in Indiana.

(LST–846: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–846 was laid down by American Bridge Co., Ambridge, Pa., 27 October 1944; launched 12 December; sponsored by Mrs. L. P. Quill; and commissioned 9 January 1945.

After shakedown off Florida, *LST–846* loaded cargo at New Orleans, then sailed for the Pacific in mid-February. Steaming via the Panama Canal and San Francisco, she reached Pearl Harbor 27 March. For the next 6 weeks, the landing ship operated in the Hawaiian Islands before departing for Seattle 12 May.

Following repairs, *LST–846* received oil, gasoline, and mechanized equipment for transport to the western Pacific. On 9 June she was underway, arriving Guam 11 July. For the rest of the war she supported American forces in the Marshalls and Okinawa. After the Japanese acceptance of Allied peace terms, *LST–846* transported occupation forces and equipment between Japan and the Marianas. She sailed for the United States 3 November, arriving Seattle in early December.

Returning to the Far East 5 months later, she arrived Shanghai, China 28 May 1946 and commenced cargo runs among Chinese ports. From 1946 to 1949, *LST–846* continued these operations and in addition shuttled cargo between China and the Marianas. After the Communist takeover of Mainland China, the veteran landing ship returned to the United States, arriving San Diego 17 June 1949. *LST–846* decommissioned at Astoria, Oregon 14 October 1949.

When Communist aggression in Korea shattered the stability and peace of Asia, the United States acted to halt the advance. To aid in the movement of men and equipment, *LST–846* recommissioned 3 November 1950, Lt. Marion V. Reeder in command. After amphibious training along the West Coast she departed San Diego, 16 April 1951 for duty in the Western Pacific. Arriving Yokosuka early June, the landing ship operated out of Japan performing cargo runs and amphibious training until 6 September when she sailed for the east coast of Korea. After two cruises from Japan to Korea, *LST–846* sailed 5 November for a stateside overhaul.

She was back in the Far East 5 June 1952, then resumed cargo operations in Japan for the remainder of the year. Returning San Diego 29 March 1953, *LST–846* served off the West Coast until 27 January 1954 when she sailed for another Westpac tour. During the late summer *LST–846* transported French troops and vehicles along the Indochina coast, following the end of the Indochinese War. She also performed station ship duties during the "Passage to Freedom" Operation, as naval units transported thousands of Vietnamese who chose a free form of government during the partition of their country.

Departing Yokosuka 12 October, the veteran landing ship arriving San Diego 4 weeks later. Following amphibious exercises along the West Coast, she steamed to Astoria, Oreg., arriving 9 April 1955 for overhaul. *LST–846* was named *Jennings County* 1 July and decommissioned at San Diego 7 December 1955.

After 10 years with the Pacific Reserve Fleet, *Jennings County* recommissioned 11 June 1966, to support U.S. forces giving assistance to South Vietnam in their struggle against Communist aggression.

Jennings County departed San Diego 11 September, arriving Chu Lai, Vietnam 11 November. For the remainder of 1966 she conducted river patrols and in 1967 she continued her patrols supporting "Game Warden" operations.

LST–846 received one battle star for the Korean conflict.

Jerauld

A country in south-central South Dakota.

(APA–174: dp. 6,873; l. 455′; b. 62′; dr. 24′; s. 17 k.; cpl. 536; a. 1 5″, 12 40mm., 10 20mm.; cl. *Haskell;* T. VC2–S–AP5)

Jerauld (APA–174) was launched under Maritime Commission contract by Oregon Shipbuilding Co., Portland, Oreg., 3 November 1944; sponsored by Mrs. Gloria Dahlberg; acquired and commissioned at Astoria, Oreg., 28 November 1944, Comdr R. E. Perry in command.

After undergoing shakedown off California, *Jerauld* sailed from Seattle 5 February 1945 carrying Army flyers and civilian workers to Pearl Harbor. She arrived 16 February and began 4 weeks of amphibious exercises in the Hawaiian Islands.

The new attack transport sailed from Pearl Harbor 15 March with marines destined for Okinawa. En route she touched at the great American bases at Eniwetok and Ulithi, arriving Okinawa 17 April. She remained off the bitterly-contested island for 5 days debarking a Marine antiaircraft battalion and undergoing frequent air attacks before sailing for Saipan 22 April.

Jerauld next steamed to Guadalcanal; and, after her arrival 10 May, she embarked troop units for redeployment to Guam and Saipan. The ship departed Saipan 23 June for her second voyage to Okinawa, this time with Army Engineers needed for the construction of all-important airfields on the island. She remained off Okinawa from 27 June until 6 July when she sailed with more than 250 battle casualties destined for hospitals on Saipan. *Jerauld* then proceeded to San Francisco, where she arrived 26 July.

The battle-tried transport remained in the United States until after Japan's surrender, Sailing 16 August for the Philippines, she arrived Manila 6 September and embarked occupation troops. After stopping at Lingayen Gulf for additional units she steamed to Wakayama 7 October to land occupation soldiers. The ship visited

several Japanese ports in support of the operation and made another voyage to the Philippines for troops. She sailed from Nagoya 26 October, embarked returnees in the Philippines, and steamed by way of Pearl Harbor for San Diego.

Jerauld made one additional voyage to the Philippines as part of Operation "Magic-Carpet", bringing many combat troops back to the United States. She then sailed from San Francisco 20 February 1946 via the Canal Zone for Norfolk. Arriving 11 March, she decommissioned 6 May, was returned to the Maritime Commission, and was placed in the Maritime Commission's National Defense Reserve Fleet in the James River, where she remains.

Jerauld received one battle star for World War II service.

Jericho Victory, see *Pvt. Joseph F. Merrell* (AKV–4)

Jerome County

A county in Idaho.

(LST–848: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 266; a. 8 40mm.; 12 20mm.; cl. *LST–542*)

LST–848 was laid down by the American Bridge Co., Ambridge, Pa. 6 November 1944; launched 21 December sponsored by Mrs. F. D. Porter; and commissioned 20 January 1945, Lt. R. P. Bentley in command.

Following shakedown off Florida, *LST–848* departed New Orleans 24 February for the Pacific. After touching Balboa, C.Z., and West Coast ports, she proceeded to Hawaii, arriving Kalua Harbor 9 April. For the next 6 weeks, she engaged in amphibious exercises in the Hawaiian Islands before sailing to the Marianas.

Arriving Guam 11 June, *LST–848* shuttled troops and equipment from the Marianas to Okinawa for the duration of World War II. When Japan accepted Allied peace terms, thereby ending the war, the landing ship was assigned to transport occupation forces in the Far East. Operating between the Philippines and Japan, *LST–848* carried troops, vehicles, and cargo to support American forces in the Pacific.

She departed Japan in early December and, after stays at Saipan and Pearl Harbor, arrived San Francisco 11 February 1946. Following operations along the West Coast, she sailed to Astoria, Oreg., early in April and decommissioned at Vancouver, Wash., 10 August 1946. While berthed with the Columbia River group, Pacific Reserve Fleet, *LST–848* was named *Jerome County* 1 July 1955.

Jerome County recommissioned 7 December 1959, Lt. Kenneth H. Ruecker in command; then completed a shakedown along the Pacific coast. On 14 May 1960 she departed San Pedro for mid-Pacific missile operations out of Midway Island. After 5 months in support of the U.S. missile program, she returned San Diego late October.

During 1961, *Jerome County* participated in amphibious training exercises along the California coast; then on 12 January 1962 she sailed for the mid-Pacific. Assigned to Operation "Dominic," she performed weather studies, charting, and communications during the U.S. nuclear tests of that year. The veteran LST returned San Diego 18 August to resume amphibious training exercises.

From August 1962 until August 1965, *Jerome County* usually operated along the West Coast in addition to two mid-Pacific deployments. Following the increased American commitment to assist the South Vietnamese government in their struggle against Communist aggression, *Jerome County* sailed for Southeast Asia 10 August 1965. Arriving Chu Lai, South Vietnam, 11 September, she supported U.S. operations in Asia for the next 3 months. The landing ship returned San Diego 22 December.

Jerome County sailed again for the Far East 3 March 1966 and arrived Da Nang, South Vietnam, 8 April. She unloaded her cargo and continued shuttling supplies, ammunition, and equipment in and out of the war zone until departing Subic Bay 1 September for home. She arrived San Diego 13 October and operated along the West Coast for the remainder of the year and into 1967 preparing for future action.

Jerry Briggs

A former name retained.

(t. 2; l. 25′; b. 7′; cpl. 2)

Jerry Briggs, formerly *Rosalinda*, was a motor launch free-leased to the Navy and commissioned 17 August 1918. She operated out of St. Helena oil station in the South Atlantic until 3 April 1919 when she decommissioned and was returned to her owner, Mrs. Myra Briggs.

Jersey

Abridgement of New Jersey, one of the 13 Original States.

(Gon: l. 53′4″; b. 15′6″; dph. 3′10″; cpl. 45; a. 1 12-pdr., 2 6-pdrs.)

Jersey, a gondola, was built at Skenesborough, N.Y., in the summer of 1776 for service with the Continental Army on Lake Champlain. Commanded by Captain Grimes, she joined Brigadier General Benedict Arnold's fleet 6 September and fought in the Battle of Valcour Island 11 through 13 October. During the battle she was abandoned at Schuyler's Island, recovered by the British, and taken into their fleet.

This fleet action delayed the British advance from Canada and gained for the United States invaluable time to strengthen their forces before the Battle of Saratoga a year later. The momentous American victory at Saratoga has been called the turning point of the war since it prompted France to enter the contest bringing her powerful fleet which made possible Washington's ultimate triumph at Yorktown.

Jessamine

Former name retained.

I

(Tender: dp. 257; l. 156′; b. 24′; dr. 7′3″; cpl. 22)

The first *Jessamine*, an iron lighthouse tender, entered the service 24 September 1881 and came under Naval jurisdiction with the entire Lighthouse Service 11 April 1917, R. A. Brooks, Master. Throughout the war she continued her regular duties servicing lighthouses and navigational aids of other types out of her home port of Baltimore. She was returned to the Commerce Department 1 July 1919.

II

(Sp–438: t. 57; l. 90′3″; b. 14′; dr. 5′; s. 13 k.)

The second *Jessamine* (Sp–438), a yacht, was built in 1907 by J. M. Bayles & Son, Port Jefferson, N.Y., and purchased by the Navy from her owner, S. O. Richardson, of Toledo, Ohio, in June 1917. She commissioned 19 June 1917, Ens. C. H. Hull, USNRF, in command.

Jessamine was based at Detroit during her naval service. She patrolled the St. Clair River, Lake St. Clair, and Detroit harbor, guarding channels and regulating traffic. She was transferred to the Coast Guard 2 December 1919.

Jesse Rutherford

Jesse Rutherford, Jr., was born 12 January 1922 in Salmon, Idaho, and enlisted in the Marine Corps 14 July 1941. After undergoing basic training at San Diego, he

reported to carrier *Lexington* 8 November 1941. Private Rutherford was on board during the pivotal Battle of the Coral Sea, in which the Navy turned back the Japanese thrust toward Port Moresby and Australia. In this first great carrier action, during which neither force cited the other, American planes sank one Japanese carrier and damaged another; but, near the end of the battle, 8 May, *Lexington* was hit by two bombs and two torpedoes. Rutherford, a fuse setter in a gun mount, was seriously injured in the attack; but he remained at his post. In the language of his citation, "although mortally wounded by the fragments of a bursting bomb, he displayed outstanding courage and a loyal determination to keep his gun in action despite his injured condition, and valiantly remained at his station setting fuses until he collapsed on the deck." The stricken "Lady Lex" was finally sunk by friendly ships, and Private Rutherford was posthumously awarded the Navy Cross for his heroism.

(DE–347: dp. 1,350; l. 306'; b. 36'8"; dr. 9'5"; s. 24 k.; cpl. 186; a. 2 5", 4 40mm., 10 20mm., 32 11" tt., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21" tt.; cl. *John C. Butler*)

Jesse Rutherford (DE–347) was laid down by Consolidated Steel Corp., Orange, Tex., 22 November 1943; launched 29 January 1944; sponsored by Mrs. Mary Rutherford, mother of Private Rutherford; and commissioned 31 May 1944, Lt. Comdr. B. M. Henry in command.

Jesse Rutherford departed Galveston 7 July for shakedown training in waters off Bermuda, after which she arrived Boston 13 August to prepare for arduous Atlantic convoy duty. She engaged in more underway training off the East Coast, however, before sailing from Norfolk 20 September with her first convoy. The transports arrived Naples 4 October, and *Jesse Rutherford* returned to New York 24 October.

At New York the destroyer escort received the newest in equipment and armament in preparation for the Pacific war, then about to enter its final stages. She sailed 10 November with Escort Division 76, bound for the Panama Canal, the Galapagos Islands, and eventually the Society Islands. *Jesse Rutherford* arrived Bora Bora 5 December and departed the next day for the great American staging base on Manus Island. From there the ship was assigned to escort convoys from Hollandia to Leyte Gulf in support of the Allied campaign to recapture the Philippines. In the months that followed *Jesse Rutherford* made nine voyages to Leyte, and in March 1945 she steamed to Lingayen Gulf as well. Arriving Biak after another escort voyage 30 May, she formed a group of LST's into a convoy and departed for Manila. Off Mindoro, however, the destroyer escort encountered a merchantman in distress and drifting onto the beach. Displaying skillful seamanship, *Jesse Rutherford* took the freighter in tow and held her off the beach until a tug could relieve her next day. She arrived Subic Bay 8 June.

Additional convoy duty in the Philippines occupied *Jesse Rutherford* until July. She departed Morotai 12 July with amphibious craft to reinforce the allied landing at Balikpapan, Borneo, remaining there until 22 July. The ship then sailed back to Leyte in convoy, and patrolled San Bernadino Strait until war's end. *Jesse Rutherford* escorted a group of LCT's to Okinawa, arriving 15 September, after which she returned to the Philippines for patrol duty.

The veteran destroyer escort embarked returning veterans at Samar 28 November and sailed that afternoon for San Diego, where she decommissioned 21 June 1946. *Jesse Rutherford* was placed in the Pacific Reserve Fleet at Bremerton, Washington, where she remains.

Jesse Rutherford received one battle star for World War II service.

Jet

That which spurts out; a gushing flow.

(PYc–20: dp. 386; l. 160'; b. 24'6"; s. 15 k.; a. 1 3")

Jet (PYc–20), formerly *Thalia*, was launched in 1930 by the Defoe Boat & Motor Works, Bay City, Mich.; acquired by the Navy 27 January 1942 and converted to a coastal patrol yacht; and commissioned 4 April 1942, Lt. D. C. Paul in command.

After fitting out, *Jet* departed Miami 17 April for duty with the Pacific Fleet, arriving San Diego 9 May. After repairs at San Diego, she arrived Pearl Harbor 29 June for patrol duty. *Jet* continued her patrol duties until 3 June 1943 when she began a series of escort voyages between Hawaii and Midway Island. During January 1944 she served as a weather station ship before resuming patrol and escort duties. She arrived Midway Island 6 January 1945 and remained on station until 7 May when she returned to Pearl Harbor. *Jet* participated with *Thresher* (SS–200) in a submarine exercise in late May and then commenced local operations out of Hawaii. She departed Pearl Harbor 11 July, arriving San Francisco the 25th, and decommissioned there 27 August 1945. She was returned to the Maritime Commission 20 September 1947.

Jewell

An island in Casco Bay, Maine.

(YFB–22: l. 65'; b. 13'; dr. 4')

Jewell (YFB–22), a steel ferry-launch, was launched 11 May 1942 by Shain Manufacturing Co., Seattle, Wash., and delivered to the Navy at Puget Sound Shipyard 18 August 1942. Assigned to the 13th Naval District, she was taken to Section Base, Kodiak, Alaska, and placed in service there 4 September 1942.

Jewell served as a ferry at Kodiak until sometime in 1943, when she returned to Puget Sound and was converted to an ammunition carrier. In 1946 the craft was assigned to the 13th Naval District in an "Out-of-Service, in Reserve" status, and was finally sold to a private purchaser 5 May 1950.

Jicarilla

A group of the Apache tribe found in the southwestern United States.

(ATF–104: dp. 1,240; l. 205'; b. 38'6"; dr. 15'4"; s. 16 k.; cpl. 85; a. 1 3", 2 40mm.; cl. *Cherokee*)

Jicarilla (ATF–104) was laid down as AF–104 by Charleston Shipbuilding & Dry Dock Co., Charleston, S.C., 25 August 1943; launched 25 February 1944; sponsored by Mrs. R. L. Harley; reclassified ATF–104 on 15 May 1944; and commissioned at Charleston Navy Yard 26 June 1944. Lt. Comdr. W. B. Coats in command.

Following shakedown training in Chesapeake Bay, *Jicarilla* departed New York towing barges 9 August 1944, bound for San Francisco via the Panama Canal. She arrived 22 September, but sailed again seven days later towing *ARD–27* to Pearl Harbor. The tug remained in Hawaiian waters until November doing salvage and towing work, including the difficult task of pulling SS *Antigua* off a reef 14–21 October. Departing Pearl Harbor 7 November, she towed barges of supplies to advance bases at Eniwetok and Ulithi, arriving the latter island 3 December.

With the campaign to recapture the Philippines well underway, *Jicarilla* sailed 10 December as part of the refueling group for Task Force 38, the fast carrier group then supporting the Philippines operation. Refueling began early 17 December but had to be broken off as weather worsened. Anxious to top off his destroyers and support the Mindoro operation, Admiral Halsey continued attempts to refuel until the next morning, when *Jicarilla* and the rest of the fueling group turned south. The fleet tug rode out the typhoon and returned to Ulithi 22 December, but the great storm sank three gallant destroyers, two of them from *Jicarilla*'s group. Undaunted, the fast carrier force resumed its punishing attacks on the Philippines.

Jicarilla arrived Leyte 7 January to support the next amphibious operation at Lingayen Gulf. She sailed 9 January with a convoy of LCI's and LST's; despite numerous air attacks by the Japanese, she arrived Mangarin Bay 2 days later. The tug remained there until 22 January performing salvage and firefighting duties on the many damaged and beached landing craft. She arrived Ulithi 27 January. After towing voyages between Ulithi and the Marianas, *Jicarilla* sailed from Ulithi 9 April pulling a much-needed floating drydock to Okinawa.

The veteran tug arrived Kerama Retto, repair base for the Okinawa operation, 16 April, and remained there to perform salvage work on ships damaged in the desperate kamikaze attacks. She sailed 20 April with *Idaho*, arrived Guam 25 April, and from there returned to Ulithi 30 April. After towing work at the advance base, she sailed for Leyte 19 May and arrived Okinawa again 13 June. As the struggle for the island continued, she worked directly off the Hagushi beaches, towing landing craft and performing salvage work. Thus, she contributed importantly to the eventual victory by helping to keep the massive fleet afloat and operating.

Jicarilla remained at Okinawa until departing for Wakayama, Japan, 21 September. Four days later she arrived, and performed towing duties in connection with the occupation operations until returning to Okinawa 14 October. After a voyage to Guam, the ship steamed to Iwo Jima 4 December to salvage *ARL–32*. In the months that followed, she was engaged in towing and salvage in the Marshalls and Carolines, arriving Pearl Harbor 24 April 1946.

Jicarilla spent the summer of 1946 in the Marshall Islands in support of Operation Crossroads, the history-making atomic test series in the Pacific. Returning to the United States 14 September, she performed towing duties on the West Coast and at the Canal Zone until 23 January 1947, when she sailed again for the Far East from Bremerton, Wash. The ship operated out of Pearl Harbor until May, sailing on the 14th to Guam. *Jicarilla* arrived Tsingtao, China, 17 June for towing and salvage work in connection with the American marines ashore. In the months that followed, she continued to steam between American Pacific bases and China. After a month at Pearl Harbor, she returned to Long Beach 18 February 1948.

The ocean tug conducted operations on the Pacific coast and out of Pearl Harbor until arriving Yokosuka 25 January 1949. She again supported the American effort to bring peace and security to China and the Far East, before returning to Long Beach 19 August 1949. After additional towing on the West Coast, she decommissioned at San Diego 14 June 1950 and entered the Pacific Reserve Fleet. In August 1962 she was transferred to the Maritime Administration, and at present is berthed with the National Defense Reserve Fleet, Suisun Bay, Calif.

Jicarilla received two battle stars for World War II service.

Jimetta

A former name retained.

(SP–878: t. 32; l. 65′; b. 14′; dr. 4′; s. 10 k.; a. 1 3-pdr.; 1 1-pdr.)

Jimetta (SP–878), formerly *Frances II*, a motor yacht, was built in 1915 by New York Yacht, Launch, & Engine Co., and acquired by the Navy 16 July 1917 from her owner, Clement Studebaker, Jr., of South Bend, Ind. She commissioned at the New York Navy Yard 11 September 1917, Chief Boatswain's Mate H. A. Holland, USNRF, in command.

Jimctta was assigned to the 3d Naval District, and performed patrol and dispatch work in Long Island Sound during her naval service. She decommissioned and was returned to her owner 11 December 1918.

Jinia III, see *YP–541*

JMP–70, see *YMP–1*

Joanna

A former name retained.

(SP–1963: dp. 5; l. 40′; b. 8′6″; dr. 3′; s. 30 k.)

Joanna (SP–1963), a motor boat, was built in 1917 by Albany Boat Corp., Watervliet, N.Y., and purchased by the Navy from her owner, Martin A. Metzner. Taken over 9 December 1917, the boat served in the 3d Naval District during World War I and was stricken from the Navy List in 1920.

Jobb

Richard Patrick Jobb, born in McCormick, Wash., 17 March 1920, enlisted in the Navy 28 February 1942. He was at Guadalcanal for America's first amphibious operation of the Pacific War. Hearing a call of a patrol subjected to enemy fire near the Namara River 26 January 1943, Pharmacist's Mate Third Class Jobb rushed forward 150 yards through intense enemy fire to aid the wounded. He continued to dress casualties under fire until he was himself hit and killed. For his courageous devotion to duty Jobb was posthumously awarded the Silver Star.

(DE–707: dp. 1,450; l. 306′; b. 36′10″; dr. 9′8″; s. 24 k.; cpl. 186; a. 2 5″, 4 40mm., 10 20mm., 3 21″ tt., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Ruddcrow*)

Jobb (DE–707) was laid down by Defoe Shipbuilding Co., Bay City, Mich., 20 December 1943; launched 4 March 1944; sponsored by Mrs. S. L. Jobb, mother of Pharmacist's Mate Third Class Jobb; and commissioned at New Orleans 4 July 1944, Lt. Comdr. Herbert M. Jones in command.

Following her shakedown training off Bermuda, *Jobb* was assigned to a hunter-killer patrol group in the Atlantic. A hurricane forced her back to Norfolk 13–15 September, after which she steamed to New York to prepare for Pacific service. *Jobb* sailed 23 October and proceeded via the Panama Canal and Bora Bora to Humboldt Bay, New Guinea 21 November. With the invasion of the Philippines then underway, *Jobb* escorted a convoy to Leyte Gulf 28 November. She remained at Leyte until 12 December, when she screened a slow tow convoy for Mindoro. Next day Japanese snooper aircraft appeared, followed by bombers. In the raids of the next few days, *Jobb*'s gunners shot down at least two of the attackers. After seeing the tows safely to Mindoro, she next sailed via Leyte to New Guinea, where she arrived Hollandia 28 December.

The ship joined a convoy for newly assaulted Lingayen Gulf 8 January 1945; but, after striking a reef in the Philippines 16 January, she returned to Leyte Gulf for repairs. Following further work on her propellers at Manus, *Jobb* returned to the Philippines in February to escort convoys carrying troops and supplies. During these critical months, she protected support convoys to Palawan, Mindoro, and Mindanao as the conquest of the Philippines proceeded apace.

Jobb departed Morotai 4 June to take part in the landings at Brunei Bay, Borneo. She patrolled as troops went ashore 10 June and captured the strategic Bay without opposition. Later in the month, she screened a resupply convoy from Morotai. She arrived Leyte 8 July for repairs before conducting antisubmarine patrol between the Philippines and Ulithi until the close of hostilities.

The veteran ship steamed to Okinawa 23 August and in the months that followed operated between the various island bases in support of the occupation and reorganization of the Pacific area. *Jobb* arrived Pearl Harbor 31 December and reached San Francisco 9 January 1946. She later moved to San Diego, decommissioned 13 May

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1946, and entered the Pacific Reserve Fleet. At present she is berthed at Stockton, Calif.

Jobb received three battle stars for World War II service.

Jodaro, see *YP–611*

John A. Bole

John Archibald Bole, Jr., was born in Elmhurst, N.Y., 28 March 1906 and graduated from the Naval Academy in 1928. After serving in *Tennessee*, he underwent submarine training. Bole subsequently served in a succession of submarines, taking command of *S–21* in June 1940. Appointed Lieutenant Commander 2 January 1942, he became the commanding officer of *Amberjack* (SS–219) upon her commissioning in July 1942. After two offensive patrols in the Solomons, the submarine departed Brisbane 26 January 1943 to prowl the shipping lanes around Rabaul. She sank a freighter 4 February and was last heard from 10 days later. Japanese records indicate *Amberjack* was probably sunk in an attack 16 February 1943. Lt. Comdr. Bole was awarded the Navy Cross for his outstanding performance as her commander.

John A. Bole (DD–783) was renamed *Gurke* (*q.v.*) 15 June 1944 prior to being launched 15 February 1945.

I

(DD–755: dp. 2,200; l. 376'5"; b. 41'1"; dr. 15'8"; s. 34 k.; cpl. 336; a. 6 5", 11 20mm., 10 21" tt., 6 dcp., 2 dct.; cl. *Allen M. Sumner*)

John A. Bole (DD–755), a name originally assigned to DD–783, was laid down 20 May 1944 by Bethlehem Steel Co., Staten Island, N.Y.; launched 1 November 1944; sponsored by Mrs. John A. Bole, Jr., widow of Lt. Comdr. Bole; and commissioned 3 March 1945, Comdr. E. B. Billingsley in command.

Following shakedown training out of Guantanamo Bay, Cuba, *John A. Bole* escorted damaged carrier *Franklin* (CV–13) north to New York, arriving 24 April 1945. After moving to Boston to join *Saint Paul* (CA–73), she sailed 15 May for the Pacific during the final push in the war against Japan. Steaming via the Panama Canal, she arrived Pearl Harbor 7 June 1945. The ship joined a carrier group in Hawaiian waters; took part in the air strike on Wake Island 20 June; and escorted a carrier to Eniwetok, arriving 21 June.

John A. Bole arrived Okinawa 29 June for picket and patrol duty; and, although ground fighting had virtually ceased, weeks of intermittent air raids and dangerous picket duty were still in store for the fleet. The ship remained off Okinawa until the Japanese acceptance of surrender terms 15 August, then departed for the East China and Yellow Seas to support the occupation and to take part in minesweeping operations. *John A. Bole* joined a cruiser-destroyer force 8 September off Jinsen, Korea, to cover the landings of troops at that important port. She remained until 25 September, and arrived 3 days later at Saishu To, south of the Korean Peninsula, to accept the surrender of the island and demilitarize it.

The veteran destroyer remained in the Far East after the end of the war to carry mail and passengers between Japan, Korea, and Chinese ports, supporting the efforts of American marines to protect Allied lives and stabilize the Chinese situation. While at Tsingtao 20 February 1946, upon receiving a distress signal from a sinking merchantmen, she succeeded in rescuing 13 survivors. *John A. Bole* departed 5 March for San Francisco and, after stopping at Guam and Pearl Harbor, arrived 27 March 1946.

Following a long repair period to prepare her for peacetime service, the destroyer arrived San Diego 10 April 1947 to begin a regular schedule of training maneuvers and cruises for Naval Reservists. She continued to operate on the West Coast, with occasional visits to Hawaii, through 1949.

With the outbreak of the Korean War in June 1950, *John A. Bole* began intensive preparations for combat service. Sailing from San Diego 30 September, she steamed via Japan to join Task Force 77 off the Korean coast. With the brilliant amphibious assault on Inchon 15 September, an end run made possible by control of the sea, the tide of the ground war rapidly reversed. The nearly victorious enemy armies far to the south collapsed. *John A. Bole*, exemplifying the flexibility of seapower promptly shifted from amphibious attack to fire support of our advancing troops. She then screened carriers during the vital air operations, helping to support both battleline air strikes and interdiction of northern supply lines. *John A. Bole* also steamed with support convoys into Inchon before returning to San Diego in mid-June 1951.

The veteran ship was underway again for Korea 3 January 1952. Upon arrival she helped maintain the pressure on Communist troops in the stalemated land war by screening carriers during air attacks. *John A. Bole* also took part in shore bombardment along both the east and west coasts of North Korea, operating with British and Dutch ships. The ship moved to the Formosa Straits for patrol duty designed to deter Chinese Communist aggression there, finally returning to San Diego 11 July 1952.

Following a yard period in which she added 3-inch rapid fire guns to her armament, *John A. Bole* departed 21 February 1953 for her third Korean tour. During March she operated off the coast with cruiser *Saint Paul*, and sailed 10 April for the Formosa Straits to resume patrol duty. Then after returning to Korean waters, the destroyer sailed 1 June to Wonsan harbor for 6 days dueling with shore batteries while protecting the Allied-held offshore islands. She then screened battleship *New Jersey* (BB–62) before the Korean armistice 27 July 1953, after which she returned to Japan. Escort duty with *Princeton* (CV–23) closed her cruise, and *John A. Bole* arrived San Diego 22 September 1953.

The veteran ship returned to the Far East again in 1954, taking part in the continuing Formosa Patrol and in amphibious training exercises. She sailed from San Diego 20 April and returned 17 October, adding carrier operations in the South China Sea and antisubmarine warfare exercises off Okinawa to her busy schedule. In 1955 and again in 1956 she spent 6 month periods in these familiar waters, training and showing graphically the value of seapower to the security of the United States and her allies.

John A. Bole sailed 29 July 1957 for the Western Pacific, this time visiting Pago Pago; Aukland, New Zealand; and Manus en route to Japan. She took part in carrier operations with *Bon Homme Richard* (CV–31) and in December again steamed Formosa Strait. The ship returned to San Diego 8 January 1958 and took part in exercises off California until July. *John A. Bole* again sailed westward 23 August 1958, this time amid mounting chaos from revolt in Indonesia and growing trouble in southeast Asia. She operated in the Philippines and on Formosa Patrol, helping to stabilize affairs in this strategic region, returning to San Diego 16 February 1959.

The destroyer made still another cruise to the Far East 1959–60, sailing 30 October. She operated with the 7th Fleet's hunter-killer force off Okinawa during November and December, arriving Formosa 4 January 1960 for patrol duty. She returned to San Diego 12 March 1960. In June *John A. Bole* served as a air-sea rescue station ship for President Eisenhower's flight across the Pacific, and during the summer she embarked NROTC Midshipman for training. In October she was assigned to a hunter-killer group built around veteran carrier *Kearsarge* (CV–33); and, after training, departed 4 March 1961 for the Far East. The ships carried out further training, this time with Canadian ships out of Pearl Harbor, but, with a worsening of the Laos situation, steamed to Subic Bay to bolster Navy strength and deter more serious trouble. Hunter-killer operations continued until September, and *John A. Bole* returned to California via the north-

ern great-circle route to help gather hydrographic data, arriving her home port 18 September.

John A. Bole entered San Francisco Naval Shipyard in late 1961 to undergo a major Fleet-Rehabilitation-and-Modernization overhaul, designed to equip her with the latest equipment and lengthen her active service life several years. Emerging in July 1962, she took part in training operations for the remainder of the year, interrupted by several weeks of alert at sea during the Cuban Missile Crisis in October. During the first few months of 1963, she operated out of San Diego, sailing 1 April 1963 for Pearl Harbor and the Western Pacific. This cruise helped to maintain the vital American presence in the Far East, and she returned to San Diego 3 December 1963. In the first half of 1964 she was engaged in antisubmarine operations, including tests of her new DASH. *John A. Bole* sailed 23 October 1964 for the Western Pacific with a group composed of *Yorktown* (CV–10) and other destroyers. After maneuvers in Hawaiian waters, she reported to Commander 7th Fleet 2 January 1965 to resume peacekeeping operations in the troubled region. During the deployment *John A. Bole* operated with a carrier task group and an ASW hunter-killer group, then patrolled Taiwan Straits. From 9 to 25 February she operated off Vietnam.

Returning to San Diego 24 May, the destroyer entered Hunter's Point Naval Shipyard late in June for overhaul and stayed there through the remaining summer. She operated out of San Diego until sailing 22 March 1966 for the Far East. On 18 April she began naval gunfire support duties off Vietnam which continued until she began plane guard patrol at Yankee Station 4 May. On the 8th the destroyer sailed to Japan for repairs but was back at Yankee Station on the 25th. But for brief runs to Hong Kong and Subic, *John A. Bole* remained in the war zone until 27 July when she headed for Taiwan. She visited Malasia before heading home via Subic Bay, Guam, and Pearl Harbor, arriving San Diego 24 September. She operated out of home port for the remainder of the year and in 1967 prepared for future action.

John A. Bole received one battle star for World War II service and seven for Korean service.

John A. Logan, see *Alnitah* (AK–127)

John Adams

John Adams, born in Braintree, Mass., 19 October 1735, graduated from Harvard in 1755. He studied law while teaching school for the next 3 years and was admitted to the bar in 1758. His opposition to the Stamp Act in 1765 established Adams as a political leader. After moving to Boston he served in the Massachusetts House of Representatives and later in the Provincial Congress.

In 1774 Adams was selected as one of the delegates from Massachusetts to the first Continental Congress where he became a champion of American rights and liberties and later a leader in the independence movement. He seconded Richard Henry Lee's motion for a resolution of independence 7 June 1776, and he served on the committee which drafted the Declaration of Independence which was adopted 4 July.

On 5 October 1775, Congress created the first of a series of committees to study naval matters. From that time onward throughout his career Adams championed the establishment and strengthening of an American Navy. He was so active and effective in forwarding the nation's naval interests that he is often called the father of the Navy.

Adams succeeded Silas Deane as commissioner to France in 1777 to begin a decade of diplomatic service in Europe only briefly interrupted in 1779 when he returned to Massachusetts to play a leading role in the state constitutional convention.

John Adams was the first Vice President of the United States serving under Washington from 1789 to 1797 when he became the second President. Difficulties with France during his administration prompted him to push vigorously for construction of the Navy which had been neglected after the treaty of Paris.

Defeated for reelection in 1800, John Adams retired from public life to Quincy, Mass., where he died 4 July 1826, coincidently both the 50th anniversary of the adoption of the Declaration of Independence and the day of Thomas Jefferson's death.

John Quincy Adams, the eldest son of President John Adams, was born 1 July 1767 at Quincy, Mass. His travel in Europe accompanying his father on diplomatic missions gave him a broad knowledge of diplomacy. Washington appointed him Minister to the Netherlands in 1794, and his father sent him to Prussia, where he represented the United States from 1797 to 1801. He served in the U.S. Senate from 1803 to 1808, and the following year he became Minister to Russia. In 1814 he was one of the American diplomats whose negotiations with the English led to the Treaty of Ghent, which settled the War of 1812. Service after the war as Minister to England rounded out his diplomatic training.

James Monroe appointed him Secretary of State, and he won enduring fame in the post. The Monroe Doctrine was the crowning achievement of the 8 years of skillful service in the office establishing the position of the United States as a power capable of dealing with other nations as equals.

In 1824, after an inconclusive general election, the House of Representatives elected him sixth President of the United States. After serving one term, his try for reelection was defeated by Andrew Jackson. Two years after his return to Quincy, he was elected to Congress, where he enjoyed widespread respect for his great knowledge and his high-minded opposition to any extension of slavery. While on the floor of the House, he was seized by a stroke 21 February 1848 and died shortly afterwards.

The first *John Adams* was named for the second President of the United States while the second *John Adams* (SSB(N)–625) was named for both him and his son, John Quincy Adams.

I

(Fr: t. 544; l. 139′ (b.p.); b. 32′; dph. 16′4″; cpl. 220; a. 24 12-pdrs., 6 24-pdrs.)

The first *John Adams* was built for the United States by the people of Charleston, S.C., under contract to Paul Prichard and launched in the latter's shipyard some 3 miles from Charleston 5 June 1799. The new frigate, Captain George Cross in command, sailed on or about 1 October for Cayenne, French Guiana, to operate against French privateers based at that port. Before she arrived Cayenne, the British had captured Surinam making the French base in Guiana unsafe for privateers and prompting Captain Cross to sail on to Guadeloupe to join her squadron.

Early in January 1800, she began her effective operations against the French taking an unidentified lugger off San Juan, P.R., and recapturing brig *Dolphin*. She retook brigs *Hannibal* 22 March and *Atlantic* the next day, both prizes of French privateer *Le President Tout*. French privateer schooner *La Jason* surrendered to her 3 April, and in May she retook schooners *Dispatch* and *William*. Sometime in the late spring or summer she recaptured American brig *Olive*, and on 13 June she took French schooner *Decade*.

These victories punctuated and highlighted the invaluable, but less glamorous, day-to-day duty of patrolling the West Indies and protecting American shipping continued through the late summer and fall.

John Adams was dispatched to the United States 5 December escorting a convoy. She was placed in ordinary in Charleston in mid-January 1801, and in late June she sailed to Washington where she was laid up. The remarkable success of the frigate was representative of the new Navy which her namesake, President John Adams, had called into being to protect the growing and vital commerce of the young nation.

As the "quasi-war" with France drew to a close, President Adams could report on the Navy to Congress with pride: "The present Navy of the United States, called suddenly into existence by a great national emergency, has raised us in our own esteem; and by the protection afforded to our commerce has effected to the extent of our expectations the objects for which it was created."

Peace with France freed the Navy for operations against Barbary corsairs who had been preying on American shipping in the Mediterranean. A small squadron under Commodore Dale, sent out in 1801 for operations against Tripoli, was followed in 1802 by a much stronger force under Commodore Richard V. Morris. *John Adams* commanded by Captain John Rodgers, sailed from Hampton Roads 22 October to join Commodore Morris. After escort duty from Gibraltar to Malaga and Minorca, she finally caught up with Commodore Morris at Malta 5 January 1803. She operated with the squadron until 3 May when she received orders to cruise independently off Tripoli. Upon arriving off Tripoli, *John Adams* boldly attacked the forts and the gunboats anchored under their protection. Several days later she captured 20-gun Tripolitan cruiser *Meshouda*. Reinforced by *New York*, and *Enterprise*, she engaged a flotilla of enemy gunboats off Tripoli 22 May sending them scurrying back into the harbor to safety. Five days later—with the added support of *Adams*, a sister frigate also named for President John Adams—the squadron again bested a group of pirate gunboats.

One of the most important victories of the war came 21 June when *John Adams* and *Enterprise* captured a 22-gun vessel belonging to Tripoli thus weakening that state sufficiently to allow the squadron to turn its attention to Tunis, Algiers, and Morocco, which were threatening U.S. commerce in the Western Mediterranean. Throughout the summer and early fall *John Adams* operated in that quarter before returning home with *New York*.

Meanwhile, Commodore Edward Preble, who had led a powerful fleet to the Mediterranean, vigorously pressed the fight. In August and September 1804 he made a series of major attacks on Tripoli. As the second of these blows was being delivered 7 August, *John Adams*, now under Captain Isaac Chauncey, arrived on the scene deeply laden with stores. Her boats participated in a reconnaissance patrol on the night of 18 August, and 6 days later she slipped in close to the city for an intensive 4-hour bombardment. Two nights later during a similar attack, an enemy shot sank one of *John Adams*' boats, killing three men and wounding a fourth, as the American Squadron severely punished Tripoli with over 700 well-directed rounds which took effect within the city. After a fifth attack had been successfully completed 3 September, bad weather interrupted operations and *John Adams* sailed to Syracuse with other ships of the squadron.

Three months later she sailed for New York with Commodore Preble, arriving 26 February 1805. After a third Mediterranean cruise from May to November, she was laid up in ordinary.

The outbreak of the War of 1812 found her undergoing repairs at Boston whence she was hurried to New York to have the work completed. There the British blockade and a critical shortage of seamen kept her in a laid-up status until early 1814. She finally sailed under a flag of truce carrying peace commissioners Henry Clay and Jonathan Russell to Europe and arrived Wargo Island, Norway, 14 April. She returned to the United States 5 September bringing dispatches from the American commissioners at Ghent.

Meanwhile, the Barbary pirates, taking advantage of the American Navy's preoccupation with the British fleet during the War of 1812, had resumed operations against American merchantmen in the Mediterranean. Fortunately the treaty of peace signed on Christmas Eve 1814 freed United States men-of-war for renewed attention to this chronic trouble spot. In the autumn of 1815 *John Adams* arrived in the Mediterranean to assist frigates *United States* and *Constellation* and sloops *Erie* and *Ontario* in maintaining peace and order in the area after strong squadrons under Commodores Decatur and Bainbridge had induced the Barbary princes to honor their treaty commitments. Early in 1816 she returned home with dispatches.

Pirates were also active in the West Indies at this time. Taking advantage of the chaos attendant upon the dissolution of Spain's American empire, lawless vessels from many nations preyed on neutral as well as Spanish commerce in the Caribbean, the Gulf of Mexico, and along the storied Spanish Main. For the next few years *John Adams* was busy fighting buccaneers. On 22 December 1817 she demanded and received the surrender of Amelia Island, off the east coast of Florida, the base from which corsairs of Commodore Aury pounced upon merchantmen of all nations.

Diplomacy also had an important role in this struggle to make the sea safe for American shipping. In the spring of 1819 Secretary of the Navy Smith Thompson selected Commodore Oliver Hazard Perry for the delicate mission of establishing friendly relations with the government of newly independent Venezuela and negotiating to obtain restitution for United States vessels which had been illegally captured during the revolution under the guise of patriotism. Perry boarded his flagship *John Adams* at Annapolis and sailed in company with schooner *Nonsuch* 7 June. A month later he reached the mouth of the Orinoco, which he ascended to Angostura in *Nonsuch* while *John Adams* sailed on to Trinidad to await his return at Port-of-Spain. After protracted negotiation, the government of Venezuela granted all the demands of the United States 11 August; but, during the passage down the river, Perry was stricken with yellow fever and died before he returned to his flagship. Commodore Charles Morris succeeded Perry in command of the squadron, and *John Adams* accompanied his flagship *Constellation* on a voyage to the Plata River to continue the negotiations inaugurated by Perry to establish friendly relations with the new Latin American republics and to protect American commerce from South American privateers. After visiting Montevideo and Buenos Aires, both ships returned to the United States, arriving Hampton Roads 24 April 1820.

In spite of these successes, piracy remained rampant in the West Indies, and *John Adams* was part of a strong West India Squadron created in 1822 to cope with the problem. Biddle's ships labored with indefatigable zeal; but the task, entailing careful searches by small-boat expeditions of innumerable bays, lagoons, and inlets, seemed endless. Yellow fever took a much heavier toll than the enemy necessitating reinforcements which arrived 3 March 1823 when Commodore Porter's "Mosquito Fleet" anchored off Saint Thomas. Porter, the squadron's new commander, selected *John Adams* as his flagship. When Porter was recalled. his successor, Commodore Lewis Warrington retained *John Adams* as his flagship until 1826. From time to time, thereafter, the proud frigate returned to the West Indies for operations against pirates until 1829 when she was laid up and almost entirely rebuilt at the Navy Yard. Gosport, Va.

Completely rejuvenated, she joined the Mediterranean Squadron in 1831. One of her first duties was to take her former commander, ex-Commodore Porter, to Constantinople where he became the U.S.'s first charge d'affaires. The ship was granted the rare privilege of passing through the Dardanelles with guns mounted. Thereafter. *John Adams* convoyed ships in the Mediterranean and in 1833 visited Liberia, being colonized with American Negroes.

After extensive repairs in the United States, she sailed from Hampton Roads 6 May 1838 on a cruise around the world accompanied by *Columbia*. Particular stress was placed upon showing the flag in the East Indies where the United States enjoyed a prosperous and growing trade. Both ships arrived Rio de Janeiro 10 July but departed separately, *John Adams* sailing 25 July. She stopped at Zanzibar en route to Bombay, where she rejoined *Columbia* before pushing on to Goa and Colombo, Ceylon.

At the latter port the ships learned that natives at Soo-Soo, Sumatra, had attacked American ship *Eclipse*. The squadron immediately sailed to the scene of the incident, and bombarded the forts at Quallah Battoo to induce the Rajahs of Sumatra to agree to offer assistance and protection to American vessels. Before returning to Rio de Janeiro 23 April 1840, the squadron called at Singapore, Macao, Honolulu, Valparaiso, and Cape Horn.

John Adams finally arrived Boston about the middle of June where she was laid up until 1842. After duty on the Brazil station, she went into ordinary where she remained until recommissioned at the beginning of the Mexican War. She was anchored off the bar at Santiago 8 May 1846 during the Battle of Palo Alto and she maintained a blockading station off the east coast of Mexico for the remainder of the war.

John Adams returned to Boston in September 1848 and received extensive repairs before joining the Africa station for action with the English Navy against the slave trade. She returned from this difficult duty in July 1853. Thereafter, with the exception of periods at home for repairs, *John Adams* operated in the Pacific and the Far East until after the outbreak of the Civil War. She sailed for home from Siam 6 July 1861 and reached New York 11 January 1862, bringing a box containing two royal letters from the King of Siam to the President along with a sword and a pair of elephant tusks.

John Adams was sent to Newport, R.I., the wartime location of the Naval Academy, to act as training ship for midshipmen. In the summer of 1863 she joined the South Atlantic Blockading Squadron and took station off Morris Island inside Charleston Bar, where she served as flagship of the inner blockade until she sailed into the harbor after the evacuation of Charleston in February 1865.

Late that summer she sailed to Boston where she decomissioned in September and was sold 5 October 1867.

II

(SSB(N)–625: dp. 7,250; l. 425′; b. 33′; dr. 31′5″; s. over 20 k.; cpl. 136; a. 16 Pol. mis.; cl. *Lafayette*)

The second *John Adams* (SSB(N)–625) was laid down by the Portsmouth Naval Shipyard, Portsmouth, N.H., 19 May 1961; launched 12 January 1963; sponsored by Mrs. Abigail Adams Manny, great, great, great granddaughter of John Quincy Adams; and commissioned 12 May 1964, Comdr. Paul Lando W. Zech, Jr. (blue crew) and Comdr. Paul J. Early (gold crew) in command.

After shakedown and training on the Atlantic Missile Range, *John Adams* departed Charleston, S.C., 3 November 1964 for duty with Submarine Squadron 14. Based at Holy Loch, Scotland, she began Polaris missile patrols. At present she continues classified patrols and serves as a unit of the mighty undersea deterrent force. Capable of unleashing a lethal attack against any potential enemy, she also serves the continuing task of "keeping the peace."

John Alexander

A former name retained.

(Sch: a. None)

John Alexander, a wooden schooner was purchased at Baltimore 13 August 1861 for use in the "Stone Fleet". She was later sunk to obstruct Southern ports.

John B., see *YP–268*

John B. Caddell, see *YO–140*

John B. Hinton

A former name retained.

(SP–485: t. 309; l. 160′; b. 23′9″; dr. 14′; s. 12 k.; a. 2 3″, 2 mg.)

John B. Hinton (SP–485), a steam fishing vessel, was butlit in 1912 by E. J. Tull, Pocomoke City, Md.; acquired from her owners, Seaboard Oil & Guano Co., Reedsville, Va., and commissioned 10 August 1917.

John B. Hinton sailed to France soon after commissioning and served as a minesweeper during and after World War I. She decommissioned 8 September 1919 at Brest, France, and was sold to the Union d'Entreprisen Marocaine, Casablanca, French Morocco.

John Blish

John Blish was born in Seymour, Ind., 8 September 1860 and was appointed Cadet Midshipman 18 September 1875. From 1879 to 1901 he served the Navy both on the high seas and on various shore duty. On 5 October 1901 he was commissioned Lieutenant Commander; then served until he retired 6 July 1905.

John Blish was appointed Commander on the retired list 13 April 1911. During World War I he served in the 1st Naval District as assistant to the Commandant, and commanded the Naval Air Station at Squantum, Mass. Comdr. Blish was detached 29 October 1919. In addition to his exemplary naval career, he invented the "Blish sounding tube" and the Thompson submachine gun. John Blish died 22 December 1921.

(PCS–1457: dp. 245; l. 136′; b. 23′4″; dr. 8′7″; s. 14 k.; cpl. 58; a. 1 3″, 1 40mm., 4 20mm., 2 dcp., 2 dct.; cl. *PCS–1376*.)

PCS–1457 was laid down by Ballard Marine Railway Co., Seattle, Wash., 23 May 1943; launched 6 September; sponsored by Miss Patricia McQuire; and commissioned 26 February 1944.

After shakedown and training *PCS–1457* sailed to the war zone during the spring of 1944. Throughout the summer she provided support for U.S. operations in the Marianas, assisting in the major offensives on the strategic bases of Guam and Tinian. During November the subchaser performed hydrographic duties in the Pacific.

Her next major operation occurred in February 1945 when U.S. forces landed on Iwo Jima. *PCS–1457* provided hydrographic information for the massive fleet which appeared off this tiny volcanic island 19 February. She played an important role in the capture of this important air strip, then prepared for the assault on Okinawa.

PCS–1457 was reclassified AGS–10 on 20 March and 3 days later was named *John Blish*. Throughout the remaining months of World War II, *John Blish* supported Allied efforts in the Pacific and actively participated in the invasion of Okinawa. After the war she operated as a coastal survey ship and was reclassified AGSc–10 on 27 July 1946. For the next 2 years she remained off the West Coast performing hydrographic services. Sailing to New York during 1948, *John Blish* decommissioned there 26 August 1949. She was sold for scrapping to Boston Metals Co., Baltimore, Md., 10 February 1950.

PCS–1457 received four battle stars for World War II service.

John C. Butler

John Clarence Butler was born at Liberty, Ariz., 2 February 1921, and enlisted in the Naval Reserve 19 February 1941. He was appointed Aviation Cadet 3 April; and, after flight training, he reported to Bombing Squadron 3 on board carrier *Yorktown*. In the epochal Battle of Midway 4 June 1942, Butler and his squadron attacked a Japanese carrier group and despite heavy opposition succeeded in sinking three of the vital enemy flattops. His plane, however, did not return. For his part in this gallant attack, which did much to turn the tide of the Pacific war, Ens. Butler was awarded the Navy Cross posthumously. In part the citation noted: "His gallant intrepidity and loyal devotion to the accomplish-

ment of a vastly important objective contributed in large measure to the success achieved by our forces and were in keeping with the highest traditions of the United States Naval Service."

(DE–339: dp. 1,350; l. 306'; b. 36'8"; dr. 9'5"; s. 24 k.; cpl. 186; a. 2 5", 4 40mm., 10 20mm., 3 21" tt., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *John C. Butler*)

John C. Butler (DE–339) was laid down by Consolidated Steel Corp., Ltd., Orange, Tex., 5 October 1943; launched 12 November 1943; sponsored by Mrs. Walter C. Butler, mother of Ensign Butler; and commissioned 31 March 1944, Lt. Comdr. J. E. Pace, in command.

The new destroyer escort conducted shakedown training off Bermuda before departing Hampton Roads 5 June 1944 for the Pacific. Sailing via the Panama Canal, she arrived Pearl Harbor 26 June and engaged in convoy and training operations during July. *John C. Butler* then departed Pearl Harbor 9 August screening transports bound for the invasion of the Palaus. After seeing them safely to Tulagi, the ship operated with escort carriers out of Manus on preinvasion strikes. Two islands wanted as advance bases for the long-awaited move into the Philippines, Morotai and Peliliu, were stormed 15 September; and *John C. Butler* provided antisubmarine and antiaircraft protection for the supporting carriers. Returning to Manus 30 September, she replenished in preparation for the Leyte operation in October.

The escort vessel sailed with Rear Admiral Oftsie's escort carrier group 12 October to provide air cover for the massive movement of transports into Leyte Gulf. After the initial landings, the three carrier groups, soon to become famous by their radio code names, "Taffy 1," "Taffy 2," and "Taffy 3," took station east of the Philippines to lend close air support.

The Japanese fleet was closing the Philippines in a last attempt to annihilate the invasion force, with heavy ships designated to break into Leyte Gulf from north and south, and a diversionary fleet of carriers to draw Halsey off to the North. In the first two actions of the massive Battle for Leyte Gulf which ensued, the Battles of Sibuyan Sea and Surigao Strait, the Japanese were badly mauled. But Admiral Kurita's Center Force still transited San Bernardino Strait the night of 24–25 October and just after sunrise bore down on the relatively unprotected "Taffy 3," including *John C. Butler.*

The 2-hour battle off Samar which followed has taken a rightful place among the most memorable actions in naval history. The slow escort carriers launched all planes to attack the Japanese cruisers and battleships, and *John C. Butler* and her sisters laid heavy smoke to confuse enemy batteries. A rain squall provided cover for a turn to the south, and just after 0730 the destroyers began their gallant torpedo attacks against great odds. *Johnston, Hoel, Heermann,* and escort *Samuel B. Roberts* made close-in attacks on cruisers and battleships, forcing them to zig-zag, while aircraft made continuous attacks. Soon after this first attack, *John C. Butler* turned from the carriers to launch her remaining torpedoes, then exchanged gunfire with a heavy cruiser. The destroyer escort continued to fire and dodge heavy-caliber fire until dangerously low on ammunition, then returned to the carrier formation to provide smoke coverage. Admiral C. A. F. Sprague, commander of Taffy 3, later described the next surprising development: "At 0925 my mind was occupied with dodging torpedoes when near the bridge I heard one of the signalmen yell, '. . . dammit, boys, they're getting away!' I could not believe my eyes, but it looked as if the whole Japanese fleet was indeed retiring. . . . At best, I had expected to be swimming by this time." The Japanese, damaged and fearing heavier air attack, had indeed reversed course. Though the escort carriers lost two of their number and three escorts, their valiant fight had stopped the Japanese from attacking the transports in Leyte Gulf.

After rescuing survivors from *St. Lo, John C. Butler* escorted the surviving carriers of "Taffy 3" via Manus to Pearl Harbor, then returned to Manus 17 December. Departing with escort carriers 31 December, she protected amphibious transports steaming to the invasion of Luzon. During the voyage through the South China Sea, the ships encountered and drove off determined kamikaze attacks. On the evening of 8 January 1945, *John C. Butler* and other escorts splashed several kamikazes. She operated off Lingayen Gulf from 9 to 17 January and screened carriers during massive strikes in support of ground operations. Departing the Luzon coast, she arrived Ulithi 23 January to prepare for the next important amphibious landing—Iwo Jima.

The veteran destroyer escort took part in rehearsals in the Marianas, and arrived off Iwo 19 February with an escort carrier group. She again fought off a severe air attack 21 February. She remained on duty off Iwo Jima until 9 March 1945, when she sailed for Ulithi, having helped to win another important island air base for the eventual attack on Japan.

Okinawa was to be the site of the last and largest of the Pacific amphibious assaults. *John C. Butler* sailed 26 March with transports; and, as the troops stormed ashore 1 April, she resumed her now-familiar screening duties with carrier groups. As the Japanese launched fruitless suicide attacks, the ship escorted carriers into Kerama Retto, rescued downed pilots, and ferried men and material. Transferred to dangerous outer picket duty north of Ie Shima 20 May, she was attacked by six kamikazes just before sunset. Skillful gunnery accounted for five of the attackers, and *John C. Butler* sustained damage only to her mast and antennas. She sailed 27 May for repairs in the Philippines.

The ship returned to Okinawa with a convoy 4 July and spent the last month of the long war on convoy duty between that island and the Pacific advance bases. She returned to San Pedro 23 November and decommissioned 26 June 1946, joining the Pacific Reserve Fleet at San Diego.

With the outbreak of the Korean conflict in June 1950, *John C. Butler* recommissioned 27 December 1950. Following shakedown, she was assigned to 11th Naval District for the important job of training naval reservists on short sea cruises. Thus, she helped maintain highly trained officers and men to meet the Navy's cold war commitments. In addition to reserve cruises, she took part in the training program of Fleet Sonar School, San Diego. She decommissioned 18 December 1957 and reentered the Reserve Fleet, San Diego, where she remains.

John C. Butler received five battle stars for World War II service, and was awarded the Presidential Unit Citation for her part in the Battle off Samar.

John C. Calhoun

John Caldwell Calhoun was born 18 March 1782 in Abbeville District, S.C., educated at Yale, and admitted to the South Carolina Bar in 1807. Following a term in the state legislature from 1808 to 1809 Calhoun entered the House in 1811, where he quickly became a leader of the "War Hawks" and supported nationalistic legislation after the War of 1812. He served as Secretary of War under Monroe; was a candidate for President in 1824; but was elected Vice-President, serving under Adams and Jackson between 1825 and 1832. Breaking with Jackson largely over nullification, Calhoun served in the Senate from 1832 until 1844 and became a leading exponent of state's rights and philosopher of nullification. After a year as Tyler's Secretary of State, in which he secured the annexation of Texas, he returned to the Senate. A brilliant thinker and dynamic statesman, Calhoun was too ill to deliver his last speech, on the Compromise of 1850; and it was read instead by Senator Mason, of Virginia, 4 March 1850. Calhoun died in Washington 30 March 1850, to stand as America's greatest state's rights theoretician and one of its most distinguished legislators.

(SSB(N)–630: dp. 7,250; l. 425'; b. 33'; dr. 31'5"; s. over 20 k.; cpl. 136; a. 16 Pol. mis.; cl. *Lafayette*)

John C. Calhoun (SSB(N)–630) was laid down by Newport News Shipbuilding & Dry Dock Co., Newport News, Va., 4 June 1962; launched 22 June 1963; sponsored by Miss Rosalie J. Calhoun, great great granddaughter of John C. Calhoun; and commissioned 15 September 1964, Comdr. Dean L. Axene (blue crew) and Comdr. Frank Thurtell (gold crew) in command.

After shakedown and training along the Atlantic coast, *John C. Calhoun* began operational patrols 22 March 1965. Assigned to Submarine Squadron 18, she deployed on classified undersea patrols to bolster the continuing "keeping the peace" efforts of the Navy Armed with deadly, far-ranging Polaris missiles, this nuclear-powered submarine helps maintain the freedom of the seas by guarding them from beneath the waves. Moreover, the lethal might of her ballistic weapons makes her a powerful deterrent against any potential aggressor; no matter how far from global waters the threat to world peace might be, *John C. Calhoun* stands ready to meet the challenge. At present she continues her patrols as part of the mighty undersea deterrent force.

John Clay

Former name retained.

(Tr: dp. 443; l. 127'; b. 21'6"; dr. 14'4"; s. 9.5 k.)

John Clay, a British civilian trawler, was leased by the Navy and commissioned 15 May 1919 for minesweeping operations in the North Atlantic. She assisted many ships in United Kingdom waters engaged in the difficult task of destroying the countless mines remaining after the war. *John Clay* decommissioned 12 August 1919 and was returned to her owners.

John Collins

Former name retained.

(Tr: dp. 500; l. 135'; b. 22'; dr. 14'6"; s. 9 k.)

John Collins, a British civilian trawler, was leased by the Navy and commissioned 28 May 1919. She immediately commenced minesweeping operations out of Kirkwall, Scotland, clearing the western half of the Northern Mine Barrage which had been laid down during World War I to protect the harbors of the United Kingdom. *John Collins* continued this task until she decommissioned 6 August and was returned to her owners.

John D. Edwards

John D. Edwards, born in Isle of Wight County, Va. 2 August 1885, was appointed Machinist in the U.S. Navy 31 December 1908. During World War I Lt. Edwards was assigned to destroyer *Shaw* in British waters. While escorting troopship HMS *Aquitania* into Southampton, England, *Shaw* collided with *Aquitania*. Lt. Edwards, as one of 12 men who lost their lives, was posthumously awarded the Navy Cross.

(DD–216: dp. 1,215; l. 314'4"; b. 31'; dr. 9'4"; s. 35 k.; cpl. 124; a. 4 4", 1 3", 12 21" tt.; cl. *Clemson*)

John D. Edwards (DD–216) was laid down 21 May 1919 by William Cramp & Sons, Philadelphia, Pa.; launched 18 October 1919; sponsored by Mrs. May Marshall Edwards, widow of Lt. Edwards; and commissioned 6 April 1920, Comdr. Alexander Sharp in command.

After shakedown, *John D. Edwards* departed Philadelphia 14 May 1920 to protect American lives and interests in Turkish waters. With the Near East in turmoil, the destroyer evacuated refugees and furnished communication facilities for that area. She remained in Turkish waters until she sailed 2 May 1921 for duty with the Asiatic Squadron.

Upon arrival at Cavite, P.I., 29 June, *John D. Edwards* immediately began patrols to protect American interests in the Far East. She was to remain there for 4 years operating out of the Philippines in the winter and China during the summer. Continuing the Navy's long and distinguished record of missions of mercy, she gave vital aid to victims of the Japanese earthquake in 1923 and carried food and rescue workers to Yokohama. As the Chinese Civil War flared in 1924, the destroyer was on station to protect the rights of the foreigners in China. She departed the Far East 18 May 1925, arriving New York 13 July.

For the next 3 years she operated out of Norfolk making periodic training cruises along the coast and in the Caribbean. Following a Mediterranean cruise in late 1927, *John D. Edwards* transited the Panama Canal and arrived San Pedro, Calif., for service in the Pacific. She operated along the West Coast until 1 August 1929 when she sailed for the Far East, arriving Yokohama 26 August.

Subsequent to 1929, *John D. Edwards* became a permanent and important unit of the Asiatic Fleet. Operating out of the Philippines along the Chinese Coast and off Japan, she maintained American strength and prestige in that key area of the world and guarded our interests during the Sino-Japanese War in the late 1930's. She constantly trained in maneuvers and battle practice and, in addition, operated with the Yangtze, South China Sea, and Neutrality Patrols.

As Japan became more aggressive in the Far East, *John D. Edwards* increased operations with submarines in various training exercises. Upon the commencement of hostilities with Japan 7 December 1941, she departed Balikpapan, Borneo, to search for survivors of HMS *Prince of Wales*. For the next 2 months she engaged in patrol, escort, and ASW operations in an attempt to halt the southward advance of powerful Japanese forces from the Philippines into the Netherlands East Indies. Assigned to Destroyer Squadron 29, she departed Bunda Roads, Madura Island, 4 February 1942. As part of a cruiser-destroyer striking force, she sailed for Makassar Strait to intercept a reinforced Japanese convoy heading for the Java Sea. That morning enemy bombers attacked the ships as the striking force steamed north of Bali. Despite antiaircraft fire, the Japanese planes carried out several attacks which heavily damaged *Marblehead* (CL–12) and *Houston* (CA–30). Following the attack, *John D. Edwards* escorted the damaged cruisers via Lombok Strait to Tjilatjap on the southern coast of Java.

Despite the heroic defense by the combined Allied forces, the Japanese continued their push southward during the month of February. In mid-February *John D. Edwards* took part in the unsuccessful attempt to intercept a Japanese invasion convoy off Banka Strait in Palembang, Sumatra. Following this action, she steamed to the eastern coast of Bali to attack an enemy destroyer-transport force in Badoeng Strait. During the early hours of 20 February, *John D. Edwards*, accompanied by three other destroyers, engaged Japanese destroyers in a spirited torpedo and gunfire battle that severely damaged the enemy destroyer *Michishio*. The American destroyers returned to Surabaya, Java, later that day.

As part of the Combined Striking Force under Rear Admiral Doorman, RN, *John D. Edwards* engaged the Japanese Java Invasion Force 27 February in the Battle of the Java Sea. The gallent Allied ships courageously attempted to thwart the invasion of Java, and for 7 hours they fought the enemy against great odds. Japanese might prevailed and five Allied ships were lost. After expending all torpedoes during the battle, *John D. Edwards* returned to Surabaya to refuel. Accompanied by three other four-pipers, she departed for Australia after dark 28 February. While transiting Bali Strait during midwatch 1 March, the destroyers fought a brief duel with patrolling enemy ships. Lacking torpedoes and low on ammunition, the American ships opened range and steamed southward for Fremantle where they arrived early in March.

For the next 2 months *John D. Edwards* escorted convoys out of Australia before arriving Pearl Harbor 1 June.

She escorted convoys from Pearl Harbor to San Francisco until 15 June 1943 when she arrived at Brooklyn to commence escort duty in the Atlantic. The destroyer cruised along the coast and to North Africa escorting supply ships during the next 9 months.

For the duration of the war, *John D. Edwards* escorted convoys in the Atlantic and trained submarines off the Canal Zone. Following the end of the conflict in Europe the destroyer arrived Philadelphia 15 June 1945 and decommissioned there 28 July 1945. *John D. Edwards* was sold to Boston Metal Co., Baltimore, Md., January 1946.

John D. Edwards received three battle stars for World War II service.

John D. Ford

John Donaldson Ford, born 19 May 1840 in Baltimore, Md., entered the Navy as third assistant engineer 30 July 1862. Assigned to the West Gulf Blockading Squadron 1862–65, he participated in engagements on the Mississippi River and the Battle of Mobile Bay. He was attached to the sloop-of-war *Sacramento* when she was wrecked off the coast of India in June 1867. During the next three decades he held various sea and shore assignments; and, while attached to the Maryland Agricultural and Mechanical College 1894–96, he started a course in mechanical engineering. As fleet engineer of the Pacific Station in 1898, he served in *Baltimore* (C–3) during the Battle of Manila Bay 1 May. For his "eminent and conspicuous conduct in battle" in operations at Cavite, Sangley Point, and Corregidor, he was advanced three numbers. Promoted to Rear Admiral upon retirement 19 May 1902, Ford remained on active duty as Inspector of Machinery and Ordnance at Sparrow's Point, Baltimore, until December 1908. Rear Admiral Ford died in Baltimore 17 April 1918.

(DD–228: dp. 1,190; l. 314′5″; b. 31′9″; dr. 9′3″; s. 35 k.; cpl. 101; a. 4 4″, 1 3″, 2 .30 cal. mg., 12 21″ tt.; cl. *Clemson*)

John D. Ford (DD–228) was laid down by William Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa., 11 November 1919; launched 2 September 1920; sponsored by Miss F. Faith Ford, daughter of Rear Admiral Ford; and commissioned as *Ford* 30 December 1920, Lt. (j.g.) L. T. Forbes in temporary command.

After acceptance trials off New England, *Ford* received Lt. Comdr. C. A. Pownall as commanding officer 16 July 1921. On 17 November, while operating along the eastern seaboard, her name was changed to *John D. Ford*. After training in the Caribbean, she departed Newport, R.I., 20 June 1922 for permanent duty with the Asiatic Fleet. Sailing via the Mediterranean Sea, the Suez Canal, and the Indian Ocean, she arrived Cavite, Manila Bay, 21 August to begin almost two decades of service in the Far East.

Prior to the outbreak of World War II, *John D. Ford* operated out of Manila, cruising Asiatic waters from southern China to northern Japan. During April and May 1924, she helped establish temporary air bases on the Japanese Kurile and Hokaido Islands in support of the pioneer, global flight between 9 April and 28 September by the U.S. Air Service. On 6 June she deployed to Shanghai, China, to protect American lives and interests, which were threatened by Chinese civil strife. After renewal of the Chinese Civil War in May 1926, she patrolled the Chinese coast to protect convoys from roving bands of bandits. On 24 March 1927 she supported the evacuation of American and foreign nationals, who were fleeing from mob violence at Nanking.

The ascendancy of the reformed Nationalist government under Chiang Kai-Shek in 1928 quieted civil strife. However, Sino-Japanese relations deteriorated, requiring *John D. Ford* to remain in China. Following Japanese aggression in northern China during July 1937, she evacuated Americans from Peiping as Japanese ships prepared to blockade the Chinese coast. Steaming to Manila 21 November, she operated between the Philippines and southern China on fleet maneuvers. And after war broke out in Europe in September 1939, she increased training off the Philippines and commenced neutrality patrols in the Philippine and South China Seas.

After the Japanese attack on Pearl Harbor 7 December 1941, *John D. Ford* readied for action at Cavite as a unit of DesDiv 59. Undamaged by the destructive Japanese air raid on Manila Bay 10 December, she sailed southward the same day to patrol the Sulu Sea and Makassar Strait with Task Force 6. She remained in Makassar Strait until 23 December, then she steamed from Balikpapan, Borneo, to Surabaya, Java, arriving the 24th.

As the Japanese pressed southward through the Philippines and into Indonesia, the Allies could hardly hope to contain the enemy's offensive in the East Indies. With too few ships and practically no air support they strove to harass the enemy, to delay his advance, and to prevent the invasion of Australia. Anxious to strike back at the Japanese, *John D. Ford* departed Surabaya 11 January 1942 for Kupang, Timor, where she arrived the 18th to join a destroyer striking force. Two days later the force sailed for Balikpapan to conduct a surprise torpedo attack on Japanese shipping. Arriving off Balikpapan during mid watch 24 January, the four destroyers launched a sweeping raid through the Japanese transports while Japanese destroyers steamed about Makassar Strait in search of reported American submarines. For over an hour the four-stackers fired torpedoes and shells at the astonished enemy. Before retiring from the first surface action in the Pacific war, they sank four enemy ships, one a victim of *John D. Ford*'s torpedoes. The victorious striking force arrived Surabaya 25 January.

The Japanese pincer offensive through the Dutch East Indies continued despite Allied harassment. On 3 February the enemy began air raids on Surabaya, and *John D. Ford* retired in convoy to Tjilatjap on the southern coast of Java. During mid-February the Japanese tightened their control of islands east and west of Java, and on 18 February they landed troops on Bali, adjacent to the eastern end of the Java. In response *John D. Ford*, *Pope* (DD–225), and other American and Dutch ships steamed to Badoeng Strait in two waves to engage an enemy destroyer-transport force during the night of 19–20 February. A unit of the first wave, *John D. Ford* conducted a running engagement with two Japanese destroyers without results; while the Japanese retired northward after the second wave, their landings on Bali were successful. Moreover, they sank the Dutch destroyer *Piet Hein* while suffering extensive damage to only one ship.

Returning to Tjilatjap 21 February for fuel, *John D. Ford* and *Pope* immediately sailed to Christmas Island to pick up the last reserve of 17 to 18 torpedoes from *Black Hawk* (AD–9). Then they steamed to Surabaya, arriving the 24th to join the dwindling ABDC Striking Force. Hampered by shortages of fuel, ammunition, and torpodoes and reduced in strength by sinkings, battle damage, and repair needs, the Allies indeed faced a "critical situation." Only four U.S. destroyers remained operational in the Striking Force.

Late on the 25th, *John D. Ford* sortied with the Striking Force from Surabaya in search of a large enemy amphibious force in the Java Sea. Returning to port the following day, the force was joined by five British ships; once more the Striking Force steamed to intercept the enemy. Following an unsuccessful strike by enemy planes the morning of the 27th, the Allied force steamed for Surabaya. While steaming through the mine field, the ships reversed course and deployed to meet the enemy off the northern coast of Java.

The Battle of Java Sea commenced at 1616 and continued for over 7 hours. The Allied ships, 5 cruisers and 9 destroyers, engaged the enemy force, 4 cruisers and 13 destroyers, in a furious running battle marked by intermittent gun and torpedo duels. *John D. Ford* emerged from the battle undamaged; but in the valiant attempt to prevent the invasion of Java, five Allied ships were sunk.

Retiring to Surabaya, *John D. Ford* and three other destroyers of DesDiv 58 departed after dark 28 February for Australia. Steaming undetected through the nar-

rows of Bali Strait during midwatch 1 March, the gallant old four-pipers encountered three enemy destroyers guarding the southern end of the strait. Out of torpedoes and low on ammunition, the destroyers outdistanced the Japanese patrol and steamed for Freemantle. Lt. Comdr. J. E. Cooper, who had skippered *John D. Ford* since before the outbreak of the war, brought her safely to Australia 4 March.

After 2 months of convoy escort duty along the Australian coast, *John D. Ford* departed Brisbane 9 May for Pearl Harbor. Arriving 2 June, she sailed in convoy 3 days later for San Francisco and arrived 12 June. She cleared San Francisco for Pearl Harbor 23 June, and during the next 11 months escorted nine convoys between San Francisco and Pearl. Returning to the West Coast 20 May 1943, she departed San Francisco 24 May for convoy and ASW patrols in the Atlantic.

Assigned to the 10th Fleet, *John D. Ford* transited the Canal 4 June and joined a Trinidad-bound convoy the 6th. For the next 6 months she ranged the North and South Atlantic from New York and Charleston, S.C., to Casablanca, French Morocco, and Recife, Brazil, protecting supply convoys from German U-boats. After ASW training late in December, she joined *Guadalcanal* (CVE–60) out of Norfolk 5 January 1944 for hunter-killer ASW operations in the Atlantic. The versatile destroyer supported the destruction of German submarine *U–554*, surprised and depth charged while refueling west of the Azores 16 January.

After returning to the East Coast 16 February, *John D.* Ford cleared Norfolk 14 March for a convoy run to the Mediterranean. While at Gilbraltar 29 March, she was damaged in a collision with a British tanker. Following repairs, she returned to Norfolk, arriving 1 May. Departing Norfolk 24 May for convoy duty to the Canal Zone, *John D. Ford* continued convoy patrols for almost a year from eastern seaboard ports to Recife, Reykjavik, and Casablanca.

From 24 May 1945 to 27 June she acted as escort and plane guard for *Boxer* (CV–21) during the carrier's shakedown in the Caribbean, then she returned to Norfolk. She sailed 8 July for Boston Navy Yard where she arrived 9 July for conversion to miscellaneous auxilliary AG–119. After conversion, she returned to Norfolk 9 September and decommissioned 2 November. Subsequently, she was sold for scrap 5 October 1947 to Northern Metal Co., Philadelphia, Pa.

John D. Ford received four battle stars for World War II service.

John D. Henley

John Dandridge Henley was born 25 February 1781 at Williamsburg, Va., and was commissioned Midshipman 14 October 1799. During offensive operations against Tripoli in 1804, he served in *Gunboat No. 6*, commanded by Lt. John Trippe. In a stirring attack 3 August against a larger enemy warship, the two officers with only nine other men boarded and took the enemy ship in hand-to-hand fighting, although out-numbered three to one. Midshipman Henley also took part in several other attacks in the months that followed as Commodore Preble's squadron carried out aggressive and successful operations against the Tripolitan pirates that made them ready to end their aggression. Later in his career, during the war of 1812, Henley commanded schooner *Carolina* during the Battle of New Orleans. After the gallant delaying action by Lt. Jones at Lake Borgne, *Carolina* and other ships harrassed the British with naval gunfire while protecting Jackson's flank on the Mississippi. Henley contributed importantly to the large role the small squadron played in this last great victory of the war. Rising to the rank of Captain 5 March 1817, John D. Henley continued to serve with distinction until 23 May 1835 when he died on board *Vandalia* at Havana, Cuba.

(DD–553: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 35 k.; cpl. 273; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dcp. 2 dct.; cl. *Fletcher*)

John D. Henley (DD–553) was laid down 21 July 1941 by Gulf Shipbuilding Co., Chackasaw, Ala., launched 15 November 1942; sponsored by Miss Shelah Keith Kane, great-great-great-granddaughter of Captain Henley; and commissioned 2 February 1944, Comdr. C. H. Smith in command.

Following exhaustive shakedown training out of Bermuda, the new destroyer arrived Norfolk 28 March 1944. Sailing for the Pacific via the Panama Canal, she arrived Pearl Harbor 23 April 1944. After operational training, *John D. Henley* escorted fleet oilers to Majuro and returned 17 May. She departed 27 May for Majuro once more and there became flagship of a refueling task group. Departing 6 June 1944, the ships moved to the Marianas to refuel the fleet during the capture and occupation of Saipan and Tinian. During this long at-sea period the ships came under air attack 17 and 18 June. They returned to Eniwetok 14 August.

As the Navy's mobile amphibious forces prepared to move into the Palaus, *John D. Henley* joined Task Group 30.8 and departed Manus 1 September as flagship of the refueling group during strikes on Peleliu and its eventual capture. The oilers and their escorts continued to operate out of Ulithi well into November, supporting the vast carrier task forces striking the Philippines. This unit, headed by Captain J. T. Acuff, had much to do with the great success of the wide-ranging carrier forces.

In December the destroyer moved to Guam for independent operation as an escort and patrol ship in the Marshalls and Marianas. She then steamed to Ulithi, where she arrived 31 January 1945 to undergo operational training in covering Underwater Demolition Teams. She sailed 14 February for the next major landing on the island road to Japan, Iwo Jima. Arriving 2 days later, she took part in the pre-invasion bombardment and, after the assault 19 February, performed yeoman fire support, screening, and radar picket duties during the bitter fiighting ashore. She returned to Ulithi 5 March to prepare for the Okinawa invasion.

John D. Henley got underway 21 March for the last and largest of the Pacific amphibious operations, Okinawa. Her assignment consisted of screening the light carriers as their planes provided vital air support to ground troops. Undergoing periodic air attacks, she continued to screen her carrier group, with occasional logistics stops at Kerama Retto until 24 June. She arrived Leyte Gulf 27 June 1945.

The veteran ship returned to waters north of Okinawa 1 July to cover minesweeping operations. *John D. Henley* returned to Buckner Bay 7 August and was there at war's end 15 August. She took air-sea rescue station off Japan 24 August; then departed 2 September, the day of Japan's formal surrender, for the long voyage to California, arriving in San Francisco 24 September. She was overhauled and decommissioned at San Diego 30 April 1946, entered the Pacific Reserve Fleet, and is at present berthed at Bremerton, Wash.

John D. Henley received six battle stars for World War II service.

John D. Whidden, see *Aquarius* (AK–263)

John Day River

A river in northern Oregon which is tributary of the Columbia River.

(LSMR–511; dp. 790; l. 206'3"; b. 34'6"; dr. 7'2"; s. 13 k.; cpl. 138; a. 1 5", 4 40mm., 8 20mm., 4 4.2", 10 rkt.; cl. *LSMR–401*)

LSMR–511 was laid down by Brown Shipbuilding Co., Houston, Tex., 7 April 1945; launched 5 May 1945; and commissioned 3 July 1945, Lt. Ralph L. Clifford in command.

After shakedown along the Texas coast, *LSMR–511* departed Galveston 10 July and arrived Charleston, S.C.,

15 July. From 5 to 7 August she sailed to Little Creek, Va., for training in Chesapeake Bay and along the Virginia coast. Assigned to LSMR Squadron 4, she departed Little Creek for New Orleans, La., 20 September and arrived on the 27th. She departed Algiers, La., 2 October and for the next few weeks cruised the Mississippi River to St. Louis, Mo., and St. Paul, Minn. Departing St. Paul 30 October, she reached New Orleans 13 November and Little Creek 15 December.

After additional training and readiness operations out of Little Creek, *LSMR–511* sailed 30 January 1946 for squadron exercises in the Caribbean. She reached San Juan, P.R., 5 February and operated off Culebra Island until sailing for Guantanamo Bay 12 February. She arrived 14 February and during the next month participated in tactical exercises off the southern coast of Cuba. Sailing for the United States 15 March, she touched at Bermuda 19 March and reached Little Creek the 25th.

During the remainder of the year *LSMR–511* operated in Chesapeake Bay out of Norfolk and Baltimore. Between 22 and 24 January 1947 she sailed from Little Creek to Charleston and entered Charleston Naval Shipyard. Departing Charleston 12 May, she arrived Green Cove Springs, Fla., 13 May; decommissioned there 21 May 1947; and entered the Atlantic Reserve Fleet. While berthed at Green Cover Springs, she was named *John Day River* 1 October 1955. Her name was struck from the Navy List 1 February 1960. She was sold to Atlas Iron & Metal Corp., 5 July 1960.

John Dunkin

Former name retained.

(Tr: dp. 443; l. 127'; b. 21'6"; dr. 14'4"; s. 10 k.; cl. *Strath*)

John Dunkin, a British trawler, was leased by the Navy and commissioned 30 May 1919, Lt. (j.g.) J. G. Doerscburg in command. She operated out of Kirkwall, Orkney Islands, Scotland, with the mine-sweeping detail in the North Sea. Ships stationed at Kirkwall cleared the western half of the mine barrage laid down during World War I to protect British Harbors. After completing this task, *John Dunkin* decommissioned 12 August 1919 and was returned to her owners.

John E. Matton, see *Tamaque* (YNT–20)

John E. Murley, see *YP–380*, ex-*AMb–22*

John F. Goucher, see *Culebra Island* (ARG–7)

John F. Hartley

(RC)

John F. Hartley, a cutter built at San Francisco by the Risdon Iron Works in 1874, was used on the West Coast by the Revenue Cutter Service until transferred to the Navy 6 April 1917. After the end of World War I, she was sold 1 August 1919 to W. T. Cleverdon of San Francisco.

John F. Kennedy

John Fitzgerald Kennedy, the 35th President of the United States, was born 29 May 1917 in Brookline, Mass. He graduated from Harvard with honors to be commissioned Ensign in the Naval Reserve in 1942; then promoted to Lieutenant (j.g.) 10 October 1942 and Lieutenant 1 October 1943. On the night of 1 August 1942, Kennedy won the Navy and Marine Corps Medal while commanding *PT 109*. When his motor torpedo boat was rammed in two during patrol by a Japanese destroyer, his "outstanding courage, endurance, and leadership contributed to the saving of several lives." He towed the injured men of his crew to safety and, after succeeding in getting his crew ashore, swam many hours to secure aid and food. Nine days later he brought them through Japanese lines to safety despite injuries received in action.

Before and immediately following World War II, he was a correspondent for the Chicago Herald American and the International News Service. Elected to Congress in 1946, he represented the 11th Congressional District of Massachusetts in the House until he entered the Senate in 1953. He was reelected in 1958 with an overwhelming majority.

John F. Kennedy was elected President of the United States 8 November 1960. In his inaugural address of 20 January 1961, he advocated that "the word go forth from this time and place to friend and foe alike, that the torch has passed to a new generation of Americans—born in this century, tempered by war, disciplined by a hard and bitter peace, proud of our ancient heritage." As President he prepared legislation and mobilized the strength of the Federal Government to insure minorities the benefits of American society. He also sought sweeping reforms in fields of economic welfare, health, and education: " . . . every American has the right to a decent life for himself and a better life for his children."

In the interest of peace, he wisely used seapower to meet global crises, including a quarantine of Cuba in 1962 which choked off the flow of military supplies to that island and persuaded the Soviet Union to remove its offensive missiles. Speaking from the flight deck of *Kitty Hawk* (CVA–63) 6 June 1963, he recalled the role of American sea power during that confrontation: "Events of October 1962 indicated, as they had all through history, that control of the sea means security. Control of the seas can mean peace. The United States must control the seas if it is to protect your security and those countries which stretch thousands of miles away that look to you on this ship and the sister ships of the United States Navy."

He was dedicated to his belief "that all the world—in Eastern Europe as well as Western, in Southern Africa as well as Northern, in old nations as well as new—that people must be free to choose their own future, without discrimination or dictation, without coercion or subversion."

As Soviet threats to Berlin flared anew in the summer of 1963, he visited West Berlin to declare: "Freedom is indivisible, and when one man is enslaved, all are not free."

One of his achievements was the 1963 treaty outlawing nuclear tests in the atmosphere of outer space or underwater as "the first concrete limitation on the nuclear arms race since the bomb was invented."

On 22 November 1963, as his motorcade traveled through downtown Dallas, Tex., President Kennedy was shot by an assassin. He was pronounced dead at the Parkland Hospital in Dallas a short time later and interred 25 November 1963 in the Arlington National Cemetery.

(CVA–67: dp. 75,000; l. 1,046'; b. 129'4"; ew. 249'; dr. 35'7"; s. 30 k.; cpl. 3,297; cl. *Kitty Hawk*)

John F. Kennedy (CVA–67) was laid down 22 October 1964 by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; launched 27 May 1967; and sponsored by Miss Caroline Kennedy, daughter of the late president. Commissioning of the carrier is scheduled for the fall of 1968.

John Fitzgerald

A former name retained.

(Tr: dp. 443; l. 127'; b. 21'6"; dr. 14'4"; s. 10 k.)

John Fitzgerald, a British trawler, was leased by the Navy and commissioned 30 May 1919. She immediately commenced minesweeping operations off Kirkwall Bay, Orkney Islands, Scotland. The Kirkwall minesweepers

225 Remarks Aboard the U.S.S. *Kitty Hawk*. *June* 6, 1963

Admiral and gentlemen:

On behalf of all of us who visited with you today I want to express our warm appreciation. I think all of us have been impressed by how vigorously and successfully the United States Navy has applied all of the modern advances in science and technology to this age-old struggle of maintenance and control of the seas.

Just as Admiral Mahan said more than 50 years ago, any country which wishes to protect its security and the security of those allied with it must maintain its position on the sea. And if there is any lesson of the 20th century, and especially of the past few years, it is that in spite of the advances in space and in the air, strategic air, this country must still move easily and safely across the seas of the world.

Events of October 1962 indicated, as they had all through history, that control of the sea means security. Control of the seas can mean peace. Control of the seas can mean victory. The United States must control the seas if it is to protect your security and those countries which stretch thousands of miles away that look to you on this ship and the sister ships of the United States Navy.

I want to express our appreciation to all of you. The sea is a friend and an enemy. Those of you who sail it, know it; those of you who sail it carry with you our warmest appreciation and our best hopes for the future.

Thank you, gentlemen.

NOTE: The President spoke from the flight deck of the carrier *Kitty Hawk*, after inspecting a new computer system aboard the carrier *Oriskany* during a comprehensive demonstration of weapons and tactics by ships and aircraft of Task Force 10 of the Pacific Fleet. His opening word "Admiral" referred to Adm. George W. Anderson, Chief of Naval Operations.

President John F. Kennedy

were responsible for clearing the western half of the Northern Mine Barrage, laid down in the north during the World War I to protect the harbors of the United Kingdom. After sighting and sinking numerous mines, *John Fitzgerald* decommissioned 12 August 1919 and was returned to her owners.

John Francis Burnes

John Francis Burnes, born 1883 in Binghamton, N.Y., joined the U.S. Marine Corps 1904. Shortly before the war, he was appointed machine gunner, and commissioned June 1917. He was sent to France, where his gallant service in battle won him the Distinguished Service Cross. "In the attack on the Bois de Belleau 12 June 1918 he was badly wounded but completed disposition of his platoon under violent fire. The injuries which he sustained in the performance of this self-sacrificing duty later caused his death."

(DD–299: dp. 1,100; l. 314′5″; b. 31′8″; dr. 9′3″; s. 35 k.; cpl. 95; a. 4 4″, 1 3″, 12 21″ tt.; cl. *Clemson*)

John Francis Burnes (DD–299), formerly *Swasey*, was laid down 4 July 1918 by the Bethlehem Shipbuilding Corp., San Francisco, Calif.; launched 10 November 1918; sponsored by Mrs. Julius Kahn; and commissioned 1 May 1920, Comdr. Frank N. Eklund in command.

Following shakedown and training exercises during the summer of 1920, *John Francis Burnes* engaged in fleet maneuvers during October. These exercises were designed to maintain the superior navy demanded by America's position as a world power. For the next 2 years she continued tactical exercises along the California coast, operating out of San Diego, her home port. She sailed 6 February 1923 for exercises off Mexico and the Canal Zone.

Following her return in April, *John Francis Burnes* operated out of California for 2 years with the exception of fleet maneuvers in the Caribbean in early 1924. One year later she participated in joint Army-Navy maneuvers out of San Francisco before joining fleet operations in Hawaii 27 April 1925. The destroyer then cruised with a large force in the Pacific, visiting Samoa, Australia, and New Zealand before returning to San Diego in September.

For the next 3 years she engaged in training operations and fleet maneuvers along the West Coast, developing the techniques of modern naval warfare which the Navy used so effectively in World War II. During the summers of 1928 and 1929, *John Francis Burnes* again helped to shape the Navy's future as she engaged in reserve training cruises to develop skilled reserves against the unknown day of need ahead. *John Francis Burnes* arrived San Diego 28 August 1929 and remained there until she decommissioned 25 February 1930. She was sold as scrap metal 10 June 1931 in accordance with the London Treaty for the limitation of naval armaments.

John G. Nicolay, see *Albirco* (AK–90)

John G. Olsen

A former name retained.

(SP–2377: t. 61; l. 76′; b. 19′; dr. 8′; s. 10 k.)

John G. Olsen (SP–2377), a steam tug, was built in 1916 by Hawley Miller, New Baltimore, N.Y., and acquired

Caroline Kennedy christens USS *John F. Kennedy* (CVA–67). In the background, from left to right—President Lyndon B. Johnson; John F. Kennedy, Jr., Mrs. John F. Kennedy; and Mr. D. A. Holden, President of Newport News Shipbuilding and Drydock Co. World Wide Photos

from her owners, Olsen Water & Towing Co., of New York, 16 April 1918. Her first commanding officer was Ens. G. Montague, USNRF.

Assigned duty in the 5th Naval District, *John G. Olsen* steamed from New York to Norfolk, arriving 23 April via the inland route. There she took up duty as a tug and general purpose harbor ship in Hampton Roads for Naval Overseas Transportation Service, a vital organization in the transport of men and material to France. After the Armistice, she served at Indian Head, Md., before being returned to her owners 28 August 1919.

John Gehm (USCG), see *Menemsha* (AG–39)

John Graham

A former name retained.

(Tr: dp. 500; l. 135; b. 22′; dr. 14′5″; s. 10 k.; cpl. 15; a. none; cl. *Castle*)

John Graham, a British trawler, was leased by the Navy and commissioned 30 May 1919 at Grimsby, England, Lt. L. H. Ackerman, USNRF, in command. The following day she departed for Kirkwall, Orkney Island, Scotland, to join the minesweeping force responsible for clearing the Northern Mine Barrage, which had been laid down in the North Sea to protect Allied shipping. *John Graham* sailed from Kirkwall 8 June and commenced minesweeping operations with *William Darnold* throughout the western half of the mine fields. She was responsible for destroying and sinking scores of mines; on 9 July, alone, she exploded 32 mines. *John Graham* departed Kirkwall 9 August and steamed to Brightingsea, England, where she decommissioned 12 August and was returned to her owners.

John Griffith

A former name retained.

(Sch: t. 240; l. 113′8″; dph. 8′4″; cpl. 39; a. 1 13″ M., 2 32-pdrs., 2 12-pdr. how.)

John Griffith was purchased by the Navy at New York from B. F. Woolsey 16 September 1861; and commissioned at New York Navy Yard 20 January 1862, Lt. K. Randolph Breese in command.

The schooner was ordered to Key West, Fla., to join the Mortar Flotilla being organized by Comdr. David D. Porter for the decisive attack up the Mississippi River. The flotilla sailed from Key West 6 March and on 11 March anchored at Ship Island, Miss., the staging area for Flag Officer Farragut's New Orleans campaign. A week

later *John Griffith* was towed across the bar at Pass a l'Outre with Porter's other mortar schooners. For the next month, while Farragut labored to move his deep-draft, sea-going ships across the bar and into the Mississippi, Porter's vessels drilled and prepared for the fight awaiting them.

The mortar boats moved into terminal position 18 April and opened fire on Forts Jackson and St. Philip. *John Griffith*, now under Acting Master Henry Brown, was in the 3rd Division commanded by her old skiper, Lt. Breese, who placed his schooners along the western bank of the river just below the lower limit of Fort Jackson's fire. *John Griffith* pressed the attack with great vigor, leading the ships of her division on 4 days of the weeklong bombardment which continued until Farragut had succeeded in fighting his mighty fleet past the forts to capture New Orleans in one of the war's most daring and strategically significant operations. This bold stroke deprived the South of her largest and wealthiest city, tightened the Union blockade, and gave promise of restoring the entire Mississippi Valley to the Union. When he was barely beyond the forts, Farragut paused to bury his dead, repair his ships, and dash off a note of thanks to Porter for the help of the mortars: "You supported us most nobly."

John Griffith's next major operation came on Farragut's second passage up the Mississippi. The mortars rained their 8-inch shells on the Confederate batteries at Vicksburg while the heavy ships steamed by the forts to meet Flag Officer Davis and his Mississippi Flotilla. The schooners then waited for Farragut below Vicksburg, occasionally enlivening their vigil by hurling a few shells at the forts. On 15 July they resumed the bombardment in earnest when the sound of heavy firing announced Farragut's approach.

John Griffith continued to serve the West Gulf Blockading Squadron until ordered north 18 May 1864. The schooner decommissioned for repairs 1 June and she recommissioned 23 August 1864. The following day she received orders to sail to Port Royal for service in the South Atlantic Blockading Sqadron. She arrived Port Royal 8 September and served on blockade duty and at the mouth of the Altamaha River, Ga., until ordered 12 December to the Savannah River, where General Sherman had just emerged at the end of his famous march to the sea. Five days later *John Griffith* shelled Fort Beaulieu, the Confederate fortress defending the mouths of the Vernon and Burnside Rivers. With *Sonoma* she maintained her steady and deliberate fire until the defenders finally evacuated 21 December.

Thereafter *John Griffith* remained on blockade duty until after the end of the war. She decommissioned 21 August 1865 and was sold at public auction at Boston Navy Yard to C. Foster 8 September 1865.

John Hancock

John Hancock, born Braintree, Mass., 12 January 1737, graduated from Harvard in 1754. Ten years later he became Boston's wealthiest merchant through inheriting his uncle's flourishing business. His outspoken criticism of the Stamp Act in 1765 incurred the displeasure of sympathizers of the Crown but enabled him to be elected to the General Court and to win several terms as selectman from Boston.

His sloop *Liberty*, seized for allegedly smuggling wine 10 June 1768, was condemned and converted into a coast guard. A band of patriots burned the ship at Newport, R.I., in an act of direct defiance of Royal authority.

Hancock was president of the Massachusetts Provincial Congress and was elected to the First and Second Continental Congresses. He presided over the latter body from 24 May 1775 through 29 October 1777, thereby becoming the first signer of the Declaration of Independence.

He remained in Congress until he became Governor of Massachusetts after presiding over the State's Constitutional Convention in 1780. With the exception of a term in the Confederation Congress, 1785 to 1786, he served as Governor continuously until his death 8 October 1793. His last great service was rendered in 1788 when he presided over the Massachusetts convention which ratified the Constitution of the United States.

(ScStr: t. 230; l. 113′; b. 22′; dr. 10′6″; s. 7 k.; cpl. 20; a. 1 6-pdr.)

John Hancock was launched by Boston Navy Yard 26 October 1850 for service as a steam tug and water tank in that yard. However, she was soon manned by a temporary crew and dispatched to New Bedford, Mass., to aid in quelling riots. When order had been restored, she returned to Boston, where she served until summer 1851 when she steamed to Annapolis, Md., for duty as a practice ship at the Naval Academy. At the end of the summer's midshipmen cruises, she sailed to New York, where she commissioned 6 September, Lt. J. W. Livingston in command.

Three days later, *John Hancock* departed New York for Havana, Cuba, to assist in suppressing the last filibustering expedition led by Narciso Lopez which had been launched from the United States in violation of American neutrality laws. She arrived Havana 29 September, but her duty there terminated 4 days later when extremely stormy weather damaged the vessel causing her to return to Boston via Charleston and New York.

She was placed in ordinary at the Boston Navy Yard and rebuilt almost entirely. The vessel received a new bow and stern increasing her length to 165′6″ and her weight to 382 tons but not affecting her beam or draft. *John Hancock* was relaunched 24 February 1853 and commissioned 19 March 1853, Lt. John Rodgers in command.

She stood out of New York Harbor 3 May and joined Comdr. Cadwalader Ringgold's Northern Pacific Survey Expedition at Hampton Roads 3 days later. Secretary of the Navy James C. Dobbin visited the ship at Norfolk 2 June, 9 days before the squadron sailed for the Pacific. After stopping at Funchal, Madeira Islands; Porto Praya; and Simonstown, False Bay; the expedition arrived Batavia, Java, 12 December.

Five months were now devoted to surveying the waters surrounding the large islands off the coast of Southeast Asia. Early in May 1854, *John Hancock* departed for Hong Kong, where she arrived 24 May. The squadron operated from that port as its base throughout the summer, surveying nearby coast, islands, and rivers. At this time China was plagued by rebellion and pirates endangering foreigners and threatening their property. The American ships were a source of stability and order protecting American citizens and interests. While steaming up the Canton River, two armed boats from *John Hancock* were fired upon by rebel batteries which their own cannon promptly silenced.

Serious illness compelled Comdr. Ringgold to relinquish command of the expedition leaving Lt. Rodgers in charge 11 August. Lt. Henry K. Stevens then took command of *John Hancock*. She departed Hong Kong 9 September sailing north along the coast of China surveying as she went. She arrived Shanghai 27 November and remained there under repair until 28 January when she resumed surveying operations which took her north along the eastern coast of Asia to the Bering Sea before turning south along the western coast of North America. Besides greatly increasing knowledge of the western and northern Pacific, stimulating commerce, and easing navigation in previously unknown seas, the operations helped to establish friendly relations between the United States and several nations of the Orient.

John Hancock arrived San Francisco 19 October. After repairs at Mare Island Navy Yard, she stood out of San Francisco Bay 20 March 1856 for Puget Sound to help suppress Indian uprisings which threatened to wipe out white settlements and Army outposts established in the early 1850's. She arrived Seattle 28 March and operated from that port as a base until 4 August when she stood down the sound. She arrived San Francisco 17 August.

John Hancock decommissioned at Mare Island Navy

Yard 23 August and remained there in ordinary until sold at auction 17 August 1865.

John Hancock, see *Hancock*

John Hood

John Hood was born in Florence, Ala., 3 December 1859. He was appointed to the Naval Academy in 1875, and graduated from the Naval Academy, second in his class. His first cruise after graduation took him to the South Atlantic in *Shenandoah*, and he later sailed in *Wachusetts*, *Brooklyn*, *Vandalia*, *Mohician*, *Jamestown*, *Constellation*, *Bancroft* and *Kearsarge*. Hood was wrecked with *Kearsarge* 21 February 1894 on Roncador Reef off Central America in the Pacific, and was a lieutenant in *Maine* when she was blown up at Havana 15 February 1898.

Hood commanded *Hawk* during the Spanish American War, carried information of the arrival of the Spanish Squadron off Santiago to the commander of the Flying Squadron at Cienfuegos, and delivered orders for him to proceed to Santiago 23 May 1898. He also served in *Nero* during the Spanish War. Hood surveyed the Pacific in 1899–1900 to prepare data and charts by which the Pacific cable was laid.

He commanded *Elcano* in Chinese waters during the Russo-Japanese War from 1903 to 1905 and *Tacoma* from 1907 to 1909, during Haitian and Central American revolutions and elections. He was in charge of the ships at the Naval Academy in 1909 and 1910. He commanded *Rhode Island* of the Atlantic Fleet in 1910–11. Under him in 1911–12, *Delaware* won the battle efficiency pennant. From 1912 to 1915 he was a member of the General Board of the Navy. In 1915–16 he commanded *Texas* which won the "Red E" for excellence in engineering efficiency.

He was promoted to Rear Admiral August 29, 1916 and retired 18 March 1918. Admiral Hood died at the Naval Hospital, Annapolis, Md., February 11, 1919.

(DD–665: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 37 k.; cpl. 319; a. 5 5", 10 40mm., 7 20mm., 6 dcp., 2 dct., 10 21" tt.; cl. *Fletcher*)

John Hood (DD–665) was laid down 12 October 1942 by Gulf Shipbuilding Corp., Chickasaw, Ala.; launched 25 October 1943; sponsored by Miss Amelia O'Neal; and commissioned 7 June 1944, Comdr. Thomas J. Thronhill in command.

After shakedown in the Caribbean, the new destroyer departed for the Pacific 21 August 1944, arriving Mare Island 6 September. She sailed on to the Aleutian Islands for duty with the North Pacific Forces, arriving Adak 18 September. *John Hood* joined Destroyer Squadron 57 of Rear Admiral J. L. McCrea's Task Force 92 and served her entire war career in the stormy waters of the North Pacific guarding our vital northern "back door." The principal offensive missions were to harass and threaten the enemy outposts in the Kurile Islands, more than 600 miles westward of Attu. In carrying out this mission, the Task Force made nine sorties against the Kuriles and five offensive sweeps in the Sea of Okhotsk, hampered by bad weather, and well beyond the range of friendly air cover. *John Hood* was the only ship of the task force which participated in every sortie from reporting through the end of the war.

In November she engaged in the bombardment of the Japanese base on Matasuwa, causing considerable damage to the installation. She continued sorties and patrol operations in the Kuriles through the winter and spring of 1945. While patrolling in the Sea of Okhotsk 25 June 1945, *John Hood* encountered an enemy convoy attempting last minute reinforcements to the badly battered Japanese garrisons. The destroyer assisted in sinking one cargo ship and probable sinking of another. On 11 August her task group conducted one of the final naval operations of the war by destroying another enemy convoy.

Following the cessation of hostilities, she steamed to Adak to prepare for occupation duties. *John Hood* departed Adak 31 August with a large force headed for Northern Japan. The battle tested destroyer remained in Northern Japanese waters with the occupations forces until she turned homeward 18 November. She arrived Charleston, S.C., 22 December and remained there until she decommissioned 3 July 1946 and entered the Atlantic Reserve Fleet.

John Hood recommissioned 3 August 1951, Comdr. S. P. Gantz in command. Following commissioning she received major modifications to enable her to assume a place in the modern fleet.

John Hood departed Norfolk 29 June for an around-world cruise, including peace-keeping patrols with the 7th Fleet off the coast of Korea. She returned to Norfolk 6 February 1954 for repairs and coastal training operations before sailing 5 November 1955 for Mediterranean duty with the 6th Fleet. Upon returning to Norfolk 26 February 1956, the destroyer received repairs to her storm damaged mast and then trained midshipmen in the summer. During the tense Suez crisis in the fall she sailed with Task Force 26 to Lisbon to be ready for action if needed and returned to the Virginia Capes in December.

Following training exercises along the Atlantic coast, and another 6th Fleet cruise 1957 in the still turbulent Mideastern waters, *John Hood* commenced training cruises in early 1958. She operated with Fleet Sonar School and engaged in ASW exercises before being transferred to the Reserve Destroyer Squadron at New York 1 October 1959. She continued training reservists until 1 August 1961, when President Kennedy ordered a callup of reservists to bolster the nation's military strength during the Berlin crisis. The American answer to the communist challenge prevented a major conflict; and, as the crisis subsided, *John Hood* resumed duties as a reserve training destroyer at New York in August 1962. She continued this service into 1967.

John Hood received one battle star for World War II service.

John J. Murley, see *Canary* (AMC–25)

John J. Powers

John James Powers, born in New York City 3 July 1912, graduated from the Naval Academy in 1935. After serving at sea for 5 years, he underwent flight training, reporting 21 January 1941 to Bombing Squadron 5, attached to famed *Yorktown* (CV–5). As the fleet moved to prevent further Japanese expansion in the Solomons on 1942, Powers took part in the important raid on Tulagi 4 May, flying without fighter cover to score two hits on Japanese ships. As the main Battle of the Coral Sea developed 7 May, Lt. Powers and his companions discovered carrier *Shoho* and, bombing at extremely low altitudes, sank her in 10 minutes. Next morning while the great carrier battle continued, he joined the attack on *Shokaku*, scoring an important bomb hit. His intrepid, low-bombing run, however, brought Powers into heavy antiaircraft fire; and his plane plunged into the sea. Lt. Powers was declared dead; but, for his indomitable spirit in this series of attacks, was awarded the Medal of Honor posthumously. According to the citation: ". . . completely disregarding the safety altitude and without fear or concern for his own safety, he courageously pressed home his attack, almost to the very deck of an enemy carrier and did not release his bomb until he was sure of a direct hit."

(DE–258; dp. 1,140; l. 289'5"; b. 35'1"; dr. 8'3"; s. 21 k.; cpl. 186; a. 3 3", 4 1.1"; 9 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.) cl. *Evarts*)

John J. Powers (DE–528) was laid down 25 September 1943 by Boston Navy Yard; launched 2 November 1943; sponsored by Mrs. John J. Powers, mother of Lt. Pow-

ers; and commissioned 29 February 1944, Lt. Comdr. E. W. Loew in command.

After shakedown training off Bermuda, *John J. Powers* returned to Boston 19 April for antisubmarine exercises. She then steamed to New York to join a convoy for northern Europe, departing 2 May. The ship returned with another convoy 28 May 1944. With American troops and equipment building up in England for the cross-channel invasion, *John J. Powers* made a second convoy voyage, arriving Boston 2 August 1944. She then engaged in training followed by a coastal run from New York to Halifax and back.

The escort vessel got underway for Atlantic convoy duty again 19 September 1944, escorting a convoy of tankers and barges to England. Seven days later the alert ship rescued four crewmen from capsized Army tuge *ST–719*. *John J. Powers* returned to New York 20 November and in December conducted special depth charge tests for the Bureau of Ordnance off New York and in Chesapeake Bay. In the months that followed, the ship made three more escort voyages to Casablanca, departing Mers-el-Kebir 7 May 1945, the day of the German surrender.

John J. Powers returned to New York 23 May 1945 and, after maneuvers in Casco Bay, Maine, arrived Miami 21 July for duty as a training ship. During August she provided tactical training for student officers in the Straits of Florida. The war over, *John J. Powers* sailed 8 September 1945 for Charleston, where she decommissioned 16 October 1945.

The ship was scrapped by Charleston Navy Yard in February 1946.

John J. Van Buren

John James Van Buren, born in Mukwonago, Wis., 20 July 1915, enlisted in the Navy 24 March 1938 and was appointed Aviation Cadet in the Naval Reserve 3 August 1938. Upon completion of fleet training, he was commissioned Ensign 1 September 1939 and assigned to Bombing Squadron 6 on board *Enterprise* (CV–6). He was awarded the Distinguished Flying Cross 11 March 1942 for heroic conduct in aerial combat during the operations against the Marshall Islands when the formation he was flying in was attacked by enemy fighters. Through skillful handling of his plane and excellent markmanship, he shot down one of the attacking planes. Upon again being attacked by an enemy fighter, he maneuvered his plane to permit his rear seat gunner to shoot down this attacker before landing his bullet-riddled plane on *Enterprise*. During the Battle of Midway 4 June 1942, Van Buren defied extreme danger from concentrated antiaircraft fire and fierce fighter opposition to take part in the initial dive-bombing assault against Japanese naval units. Van Buren's plane did not return from this action. He was presumed dead. Lt. (j.g.) Van Buren received the Navy Cross for his bravery upon this occasion.

John J. Van Buren (DE–753) was laid down by Western Pipe & Steel Co., San Pedro, Calif., 31 August 1943; launched 16 January 1944; and sponsored by Mrs. J. J. Van Buren, widow of Lt. (j.g.) Van Buren. Construction of the uncompleted destroyer escort was cancelled 1 September 1944.

John James Audubon, see *Crater* (AK–70)

John King

John King, born in Ireland 7 February 1865, enlisted in the Navy as a coal passer in *Vermont* 20 July 1893. He served on board *Massachusetts* in the Caribbean during the Spanish-American War, and in 1900 was transferred to *Vicksburg* for service during the Philippine Insurrection. King received the Medal of Honor while in *Vicksburg* "for extraordinary heroism in the line of his profession at the time of the accident to the boilers . . . 29 May 1901." Eight years later, while a water tender in *Salem*, King received a second Medal of Honor during another boiler explosion 13 September 1909. Advanced to Chief Water Tender 1 October 1909, he continued to serve at sea until discharged in 1916. The beginning of World War I, however, brought Chief King back on active duty; he served at New York until 20 August 1919. He lived in retirement until his death 20 May 1938.

(DDG–3: dp. 3,370; l. 437′; b. 47′; dr. 22′; s. over 30 k.; cpl. 354; a. Tartar missiles, 2 5″, ASROC, 2 21″ tt.; cl. *Charles F. Adams*)

John King (DDG–3) was laid down by Bath Iron Works Corp., Bath, Maine, 25 August 1958; launched 30 January 1960; sponsored by Mrs. Paul J. Kilday, wife of Representative Kilday of Texas; and commissioned 4 February 1961 at Boston, Comdr. A. M. Sackett in command.

Following shakedown training out of Guantanamo Bay, Cuba, *John King* carried out weapons tests on the East Coast before arriving Norfolk 7 September 1961 for regular duty. One of a new class of guided missile destroyers, she featured latest hull design with all-aluminum superstructure and mounted the very latest in modern armament and electronic equipment. Departing 27 November 1961, the ship cruised to England and Northern Europe until 1 January 1962, when she sailed from Dublin for the Mediterranean. There, *John King* joined the 6th Fleet in its constant role of peacekeeping in this troubled region. After her return to Norfolk in April, the ship conducted missile firing exercises and training in the Caribbean. She arrived Washington 10 July 1962 for a 4 day stay, entertaining a group of Senators and Congressmen as well as Secretary of the Navy Korth.

Following additional exercises, *John King* entered Norfolk Navy Yard 11 October. Soon afterward, the introduction of offensive missiles into Cuba precipitated a crisis; and, as Navy ships placed a quarantine around the island, the ship quickly finished her repairs and joined the blockade 6 November. After the crisis eased, the ship remained in the Caribbean operating with the Navy's newest and biggest carrier, the nuclear-powered *Enterprise*. She returned to Norfolk 8 December.

John King departed for her second Mediterranean cruise 6 February 1963. After visiting various ports on 6th Fleet maneuvers, she steamed to Kiel, Germany, 23 June, then returned to Norfolk 17 July. The next twelve months were spent on training and readiness exercises off the Virginia Capes and in the Caribbean, including a week at the Antisubmarine Warfare School, Key West, in April.

The destroyer sailed for the Mediterranean once more 3 August and joined the 6th Fleet 16 August near the strife-torn island of Cyprus. She remained in the Mediterranean until the end of 1964.

John King returned to Norfolk 29 January and operated along the East Coast until sailing for the "Med" 14 October. Following 4 months of operations with the 6th Fleet, she returned to Norfolk 7 March 1966. In the summer she visited the Mediterranean and recrossed the Atlantic on NATO Exercise "Straight Laced." Back at homeport in the fall she operated out of Norfolk until sailing for another 6th Fleet deployment 10 January 1967. Her movements were concentrated in the Western Mediterranean until she sailed for home 11 May. Arriving Norfolk on the 19th, *John King* entered the Norfolk Naval Shipyard 27 June for an overhaul to prepare for future service.

John L. Lawrence

A former name retained.

(SP–838: t. 150; l. 157′8″; b. 21′2″; dr. 10′; s. 10 k.; cpl. 23; a. 2 1-pdrs.)

John L. Lawrence, built in 1877 at New London, Conn., was taken over by the Navy from Medhaden Products

prior to 8 June 1917. She commissioned 29 June 1917 for duty as a section minesweeper, operated with the mine force of the 2d Naval District, and engaged in coastal patrol duties. *John L. Lawrence* remained in the 2d Naval District until 16 March 1919 when she arrived for duty at Key West, Fla. She was assigned to the 3d Submarine Division where she engaged in exercises and torpedo drills with growing submarine force.

During 1920 her classification was changed to YT–38, and she arrived Philadelphia 10 August of that year to commence operations with the submarine repair division. *John L. Lawrence* remained in Philadelphia for ten months before she decommissioned 22 June 1921, and was sold 3 October of that year.

John L. Lockwood

A former name retained.

(SwStr: t. 180; l. 114′; b. 24′; dr. 6′6″; s. 11 k.; cpl. 30; a. 1 80-pdr. rifle, 1 12-pdr. rifle; 1 12-pdr.sb)

John L. Lockwood built at Athens, N.Y., in 1854; was purchased at New York City 1 September 1861; and commissioned at Washington 21 September, Acting Master William F. North in command.

John L. Lockwood was assigned to the North Atlantic Blockading Squadron 25 September with whom she steadfastly served throughout the war. She took station off the New York River 30 September and remained there on blockade duty until ordered to Hampton Roads to guard *Congress* and *Cumberland*. With *Shawsheen* she shelled Virginia infantry on Yorktown Road a few miles above Camp Butler 23 November.

The following day *John L. Lockwood* departed Hampton Roads for repairs at Baltimore, and she decommissioned upon arrival 25 November. Back in fighting trim, she recommissioned 6 December and returned to Hampton Roads. Assisted by *Morse*, she engaged three Confederate batteries on Sewell's Point 29 December.

John L. Lockwood was ordered to Hatteras Inlet 2 February 1862 to take part in combined operations which struck the Confederacy with heavy and costly blows wherever water reached within the North Carolina Sounds. She was with Flag Officer Goldsborough during operations against Roanoke Island 7 February bombarding Confederate positions with deadly effective fire. The next day with eight other ships she cut the chain connecting two vessels which obstructed the channel, thus clearing a passage for the Union ships into Albemarle Sound. This victory and the follow-up operations in the sounds severed Norfolk's main supply lines, secured the North Carolina coast, diverted important strength from the main Confederate Armies, and weakened the South's ability to resist at sea. At the end of the fighting, Captain Alex Murray who commanded Goldborough's second column praised *John L. Lockwood* for being "conspicuously in the foreground throughout the bombardment."

With Roanoak Island secure, the fleet moved on to Elizabeth City, N.C., to destroy Confederate gunboats and interrupt the South's canal communications to the north of Albermarle Sound. The next major amphibious operation, the attack on Confederate batteries on the Neuse River 13 March, resulted in Union occupation of New Bern, N.C., on the 14th. On 23 April, with *Whitehead* and *Putnam*, *John L. Lockwood* blocked the mouth of the Chesapeake and Albemarle Canal near Elizabeth City, N.C., sinking a schooner and other obstructions inside the waterway.

She remained in North Carolina's inland waters patrolling the innumerable inlets and streams and assisting Army units ashore until sailing from Hatteras Inlet for repairs at Hampton Roads 3 September 1863. Refitting completed, *John L. Lockwood* departed Norfolk Navy Yard 8 January 1864 and arrived New Bern 14 January to resume duty in the sounds. She captured sloop *Twilight* at Elizabeth City, N.C. During most of her further service she was stationed at New Bern where after the war she decommissioned 23 May 1865. She was towed to Baltimore late in May and thence taken to Washington 27 July. *John L. Lockwood* was sold at Washington to Mr. Crosset of New York 15 September 1865 and redocumented *Henry Smith* 3 April 1866. The Army purchased and renamed her *Chester A. Arthur* 30 June 1876.

John L. Manson, see *BAK–3*

John L. Sullivan, see *YAG–37*

John L. Williamson

John Leon Williamson was born 5 November 1921 in Ash, N.C., and enlisted in the Navy at Raleigh 11 July 1940. After recruit training, he was assigned to cruiser *San Francisco*. Williamson was on board the fighting cruiser during the attack on Pearl Harbor 7 December 1941 and the initial American amphibious assault of the war on Guadalcanal. He also took part in the American victory at the night Battle of Cape Esperance in October. On 12 November 1942 one of the many Japanese attempts to bombard American positions in the Solomons and to reinforce their own garrisons there resulted another great battle, the Naval Battle of Guadalcanal. Before the main engagement, *San Francisco* (CA–38) and other ships were attacked by torpedo bombers off Guadalcanal. Williamson, an antiaircraft gunner fired at an approaching torpedo plane, remaining at his station with cool determination as the enemy aircraft crashed directly at his gun mount. For his great courage in the face of this attack, Seaman First Class Williamson was awarded the Navy cross posthumously.

(DE–370: dp. 1,350; l. 306′; b. 36′8″; dr. 9′5″; s. 24 k.; cpl. 186; a. 2 5″, 4 40mm., 10 20mm., 2 dct., 8 dcp., 1 dcp., (h.h.), 3 21″ tt; cl. *John C. Butler*)

John L. Williamson (DE–370) was laid down 22 May 1944 by Consolidated Steel Corp., Orange, Tex.; launched 29 August 1944; sponsored by Mrs. Sherman Register, sister of Seaman First Class Williamson; and commissioned 31 October 1944, Lt. Comdr. J. E. Allen in command.

Following shakedown training in waters off Bermuda, the new escort vessel arrived Boston 21 December 1945. Early in 1945 she received orders to join the Pacific Fleet, and got underway 3 January to steam via the Panama Canal to San Diego. There she arrived 19 January, and moved on to Pearl Harbor 28 January for training exercises. As Allied amphibious assaults struck ever-closer to Japan, *John L. Williamson* sailed 2 March with a convoy for Iwo Jima, arriving 20 March after a stop at Eniwetok. She took up antisubmarine patrol around the island for 4 days and anchored again at Eniwetok 28 March 1945.

After serving on a brief antisubmarine patrol off Eniwetok, the ship steamed to Majuro 5 April and for the next 3 weeks operated in the Marshall Islands. Air strikes and shore bombardments combined with surrender demands over loudspeakers were used to induce Japanese holdouts to give themselves up. *John L. Williamson* fired at shore batteries and emplacements at Mili, Alu, and other islands, taking off scores of prisoners and natives from these bypassed islands. She sailed from Majuro 24 April, and arrived Ulithi 5 days later for picket duty.

John L. Williamson remained on patrol duty around Ulithi with an occasional escort voyage to Eniwetok with troop transports until departing 15 July with a large convoy for Okinawa. She arrived Okinawa 21 July during the final stages of this, the last great island fight of the war, and after 2 days patrolling off the transport area returned to Ulithi 27 July. The ship made one more escort voyage to Okinawa in August, and was at anchor at Ulithi when the Japanese accepted surrender terms 15 August.

The destroyer escort sailed 22 August for Okinawa and Japan, arriving Wakayama 14 September to escort ships

through the swept channel and aid in occupation operations. After screening flight operations off Japan, she carried out courier duties between Wakayama and Yokosuka until she sailed for the United States 2 January 1946.

John L. Williamson arrived San Francisco 22 January 1946 and decommissioned 14 June 1946 at San Diego. She entered the Pacific Reserve Fleet there and in January 1947 was transferred to Stockton, Calif., where she remains.

John Land

A Maritime Commission name retained.

(AP–167: dp. 6,556; l. 459′2″; b. 63′; dr. 23′; s. 17 k.; cpl. 276; a. 1 5″; 4 3″ 12 20mm.; cl. *La Salle*; T. C2–S–B1)

John Land (AP–167) was launched under Maritime Commission contract by Moore Dry Dock Co., Oakland, Calif., 22 January 1943; sponsored by Miss Mary K. Tyler; delivered in August 1943 for conversion at United Engineering Co., San Francisco; accepted by the Navy and simultaneously commissioned at San Francisco 8 April 1944, Captain F. A. Graf in command.

One of the many Maritime Commission ships used by the Navy under Bareboat Charter in World War II, *John Land* departed San Francisco 25 April with marines and sailors for the Pacific campaigns, arriving 2 May at Pearl Harbor for rehearsals preliminary to the invasion of the Marianas. She sailed for Eniwetok, the staging base, with Admiral Turner's Northern Force, arriving 8 June 1944. *John Land* was off Saipan early on D-day, 15 June, and conducted a feint landing off Garapan. Then, as the main landing progressed, the ship remained in the transport area, ready to land her troops as reinforcements. After debarking 16 and 17 June. *John Land* steamed off the island until returning to unload supplies 23 June. In the next 2 days, she received many casualties and departed for Eniwetok 26 June. The ship arrived 30 June, transferred the wounded to hospitals, and returned to Saipan 19 July to embark troops for the Tinian invasion, the next objective of Kelly Turner's amphibious team. *John Land* brought troops to Tinian from nearby Saipan 24 June to take part in another diversionary landing, this time off the town of Tinian; then, after re-embarking her landing units, *John Land* moved to the main landing area, after which she spent 2 days at Saipan embarking casualties.

John Land returned to Eniwetok 1 August, but 2 days later was underway for the Solomons and rehearsals leading up to the Palau landings. Her task group sortied from Guadalcanal 8 September, arriving off Peleliu 15 September and discharging troops. For the next week, the ship spent days in the transport area and nights in retirement off the island, as marines struggled to capture the strategic airfield needed for the coming assault on the Philippines. After loading casualties 22 September, *John Land* steamed to Humboldt Bay 25 September to prepare for the next giant step en route to Japan.

For the Leyte landings the transport was assigned to Admiral Barbey's Palo Attack Group; and, after practice landings in early October, *John Land* sailed 13 October. She was honored to carry President Osmena of the Philippines and his Cabinet, returning them to their homeland after almost 3 years of exile during the Japanese occupation. The transport entered Leyte Gulf 20 October, anchored in the transport area, and smoothly debarked her troops. At 1320, General MacArthur's boat came alongside for President Osmena and his party, carrying them to the beaches for their historic radio broadcast to the Philippine people. That afternoon *John Land* transferred her distinguished guests to *Blue Ridge* and departed for Hollandia, where she arrived 25 October. As she was anchoring, the guns of ships and planes were blazing in the final phase of the giant Battle for Leyte Gulf, spelling a virtual end to Japanese sea power.

After helping to repel an air attack 13 November, *John Land* returned on the 14th bringing reinforcements. The ship then sailed to Manus in preparation for the Luzon landings. Again assigned to Admiral Barbey's assault force, the ship took part in rehearsals in New Guinea before departing for Leyte 28 December. Rendezvousing with other units of the massive task force, she proceeded through the Philippines under almost constant air attack and arrived off the San Fabian beaches 9 January 1945. There, while fighting off further air attacks, she debarked her soldiers and returned next day to Leyte. Through the rest of January and early February, *John Land* brought troops from New Guinea to Leyte and Mindoro, as the Philippines campaign pressed onward. She departed for Ulithi 15 February, arriving 3 days later for sorely needed rest and replenishment.

The veteran transport sailed 5 March for Iwo Jima, then nearly secured; and, after her arrival 9 March, she loaded troops and cargo. Departing 27 March, she proceeded via Eniwetok to Pearl Harbor, where she debarked troops, and thence to San Francisco, where she arrived 22 April. After repairs, she took on troops and sailed again for the western Pacific, touching at various Pacific bases before arriving Manila 26 July to unload cargo and debark troops. *John Land* was en route back to Pearl Harbor when word came of the end of the war 15 August. She arrived 2 days later to take on occupation troops and sailed 7 September via Saipan for Wakayama, Japan. These troops were disembarked 27 September, and the ship was assigned new duties with Operation "Magic Carpet," the giant task of returning the thousands of Pacific veterans to the United States. She arrived San Pedro with returnees 21 October, then sailed again 7 days later with Seabees and logistics personnel for the rebuilding of the Pacific Islands. Arriving Guam 12 November, she took on more veterans and arrived San Francisco 29 November.

John Land made three more "Magic-Carpet" voyages before arriving Seattle 5 July 1946. She decommissioned 5 August and was returned to the Maritime Commission next day. Originally sold to Waterman Steamship Co., the ship underwent various changes of name and ownership before being sold 23 May 1963 to Liberty Navigation & Trading Co., Inc., and renamed *Norberto Capay*.

John Land received five battle stars for World War II service.

John M. Bermingham

John Michael Bermingham was born in New York City 5 July 1905 and graduated from the Naval Academy in 1929. During the 1930's he served in many ships, including *Wyoming*, *Utah*, and *Augusta*, and at various shore stations. In 1940 he was assigned as Executive Officer of destroyer *Stewart* and at the outbreak of the war in the Pacific was second in command of the four-piper *Peary*. During the first Japanese attack on Cavite 10 December, *Peary*'s commanding officer was wounded and Lt. Comdr. Bermingham took command. The ship was assigned to offshore patrol and came under heavy air attack many times in the days to come. Only brilliant seamanship during bombing and torpedo attacks 26 and 27 December saved her from destruction. Despite the Japanese air superiority, Bermingham succeeded in bringing his ship to Darwin, Australia, to operate with allied forces attempting to hold Malay Barrier. *Peary* operated with cruiser *Houston* in February, and was anchored at Darwin when the Japanese attacked with bombers 19 February 1942. Bermingham got his ship underway and attempted to maneuver in the restricted waters; but, despite valiant antiaircraft fire, his ship was hit with five bombs. Lt. Comdr. Bermingham and about 80 of his crew went down with the ship. He was posthumously awarded the Navy Cross for his courage and leadership while commanding *Peary* during this crucial early period of the war.

(DE–530: dp. 1,140; l. 289′5″; b. 35′1″; dr. 8′3″; s. 21 k.; a. 3 3″, 4 1.1″, 9 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Evarts*)

John M. Bermingham (DE–530) was laid down by Boston Navy Yard 14 October 1943; launched 17 Novem-

256-125 O - 68 - 36

ber 1943; sponsored by Mrs. J. M. Bermingham, widow of Lt. Comdr. Bermingham; and commissioned 8 April 1944, Lt. M. Beerman in command.

The new destroyed escort conducted shakedown off Bermuda and arrived Charleston 9 June to begin her vital convoy escort duty. Departing 14 June, she escorted the ships to the English Channel; and, after steaming to Belfast 23 July, she returned to Boston 2 August 1944. She then underwent further training in Casco Bay before arriving New York 28 August to join an unusual convoy.

Bermingham sailed 19 September with other escort vessels to convoy a large group of Army tugs and barges for use in the important captured ports of northern France. During the arduous crossing, rough weather claimed several tugs and many of the vitally-needed harbor barges. Only a heroic effort on the part of escorting ships brought the remainder of the convoy to safety at Plymouth 20 October. After a week of searching for straggling barges, the ship joined a return convoy and arrived New York 21 November.

After trainnig, *John M. Bermingham* was assigned to regular convoy runs between American ports and Oran, Algeria, in support of the giant land offensive underway in Europe. She made three voyages to Oran in the months that followed, arriving New York 29 May 1945. Her mission in Europe completed with the fall of the Axis, the ship arrived Miami, Fla., 20 July for duty as a school ship at the Naval Training Center.

John M. Bermingham sailed to Charleston after V–J Day, arrived 9 September, and decommissioned 12 October. She was scrapped in March 1946.

John M. Clayton, see *Harcourt* (IX–225)

John M. Connelly

Former name retained.

(AK: dp. 10,150; l. 380′; b. 50′9″; dr. 24′5″; s. 11 k.; a. 1 6″, 1 6-pdr.)

John M. Connelly was launched 9 November 1917 by Pennsylvania Shipbuilding Co., Gloucester, N.J.; delivered to the Navy 5 May 1918; and commissioned 9 May 1918, Lt. Comdr. E. W. Sundstrom, USNRF, in command.

John M. Connelly departed Philadelphia 14 May in a convoy steaming toward Gilbraltar, to replenish depleted supplies in the Mediterranean. After returning to Philadelphia in mid-July, the tanker made three additional cruises to English ports, transporting much-needed gasoline and oil. She returned to Philadelphia from her final passage 27 December, and decommissioned there 18 January 1919. *John M. Connelly* was returned to the USSB the same day.

John M. Howard

John Martin Howard was born 20 August 1917 in Chester, Pa., and enlisted in the Naval Reserve 22 June 1935. After training duty 1940–41 at the Naval Reserve Midshipman's School, Howard was appointed Ensign 28 February 1941. After serving at Washington Navy Yard and at the Bureau of Ordnance, Howard was assigned temporary duty at the American Embassy, London. He was killed 11 June 1942 as a result of an accidental mine explosion.

(IX–75: dp. 94; l. 87′; b. 20′; s. 9 k.)

John M. Howard (IX–75) was built in Camden, N.J., in 1934 as *Elsie Fenimore,* and purchased from her owner, E. R. Fenimore Johnson, 2 July 1942. She was placed in service at Philadelphia 29 July. Taken to Washington, D.C., and renamed *John M. Howard* 17 August 1942, she commissioned there 1 September 1942.

During the war the ship was used for ordnance experiments, operating out of Naval Ordnance Laboratory, Washington, D.C., to Chesapeake Bay and various Atlantic coast ports. She decommissioned 9 May 1945 at the Washington Navy Yard and was placed in service until 16 November 1945. She was returned to the Maritime Commission for disposal 24 January 1946.

John M. Palmer, see *Draco* (AK–79)

John M. Stewart, see *YT–240*

John Marshall

John Marshall, Chief Justice of the United States and principal founder of American constitutional law, was born 24 September 1775 at Germantown (now Midland) in Fauquier County, Va. A member of the Culpeper minutemen early in the Revolution, he entered the 3d Virgina Continental Regiment 30 July 1776 and served ably in a number of important campaigns, rising to Captain. He became a lawyer after the war, serving his state as a leader in the Assembly and in the new Federalist Party. He attracted attention from national leaders, and was offered several diplomatic posts, but preferred to remain in Virginia. In 1797, however, he accepted an appointment on a three man commission to negotiate with France. After French leaders demanded personal bribes in return for engaging in the negotiations, Marshall answered for his colleagues in a brilliant memorial which rejected this extortion and upheld the honor and dignity of the new county.

Elected to Congress in 1799, Marshall became Secretary of State 6 June 1800. Here he strongly opposed violations of American rights on the high seas and adopted a policy which necessitated a strong navy to give force to our diplomatic protests.

Appointed Chief Justice 20 January 1801, Marshall continued to serve as Secreary of State until the end of Adams' administration 4 March 1801. In the Supreme Court, Marshall made his greatest contributions to the development of American government. In a series of historic decisions, he established the judiciary as an independent and influential branch of the government equal to Congress and the Presidency. Perhaps the most significant of these cases was that of *Marbury* v. *Madison,* in which the principle of judicial review was simply stated by Marshall: "A legislative act contrary to the Constitution is not law." Then, as the young nation was endangered by regional and local interests which often threatened to tear it to shreds, Marshall again and again interpreted the Constitution broadly so that the Federal Government had the power to become a respected and creative force guiding and encouraging the nation's growth. For practical purposes, the Constitution in its most important aspects today is the Constitution as John Marshall interpreted it. As Chief Justice he embodied the majesty of the Judicial Branch of the government as fully as the President stood for the power of the Executive Branch. He died 6 July 1835, having served as Chief Justice for nearly 35 years.

(SSB(N)–611: dp. 6,900 (surf.), 7,900 (subm.); l. 410′5″; b. 33′; dr. 30′9″; s. over 20 k.; cpl. 112; a. 16 A–2 Pol. mis.; cl. *Ethan Allen*)

John Marshall (SSB(N)–611) was laid down 4 April 1960 by Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; launched 15 July 1961; sponsored by Mrs. Robert F. Kennedy, wife of the Attorney General of the United States; and commissioned 21 May 1962, Comdr. Robert W. Stecher (blue crew) and Comdr. Robert D. Donavan (gold crew) in command.

John Marshall sailed 31 May 1962 for shakedown cruise off the East Coast. Following post-shakedown alterations in her builder's yard, she proceeded to her homeport, Charlestown, S.C., arriving 15 December 1962. The ninth operational Fleet Ballistic Missile Submarine, she departed Charleston 31 December 1962 for her first Polaris

patrol in the Atlantic which terminated upon her arrival at her base at Holy Loch, Scotland, 8 March 1963. Based there, she completed her ninth patrol 15 January 1965 and immediately began preparations to sail again to defend her nation and the free world.

In the following years *John Marshall* made 17 successful Polaris patrols before beginning her first major overhaul at Newport News Shipbuilding and Drydock Co., 13 December 1966 to prepare for resuming her vigils late the following year.

John McHale

A former name retained.

(ClBt: t. 122; a. none)

John McHale, a wooden canal boat, was purchased at Philadelphia 19 July 1864 and sent to Commodore T. L. Dornin at Baltimore. There a group of vessels, including *John McHale*, was collected for sinking on the bar at Trent's Reach in the James River to secure General Grant's army against attack by water.

John Mitchell

A former name retained.

(ClBt: t. 114, a. none)

John Mitchell, a wooden canal boat, was purchased at Philadelphia 19 July 1864 to be sunk as an obstruction at Trent's Reach in the James River to secure General Grant's army against attack by water. She was apparently sunk with seven similar boats 26 July.

John P. Gray

John Porter Gray was born in Kansas City, Mo., 22 December 1914, and enlisted in the Naval Reserve 12 October 1939. He was appointed Aviation Cadet in 1940 and underwent flight training. After commissioning, Gray served at several air stations, reporting to Torpedo Squadron 2 in October 1940. Later transferred for temporary duty to Torpedo Squadron 8 in *Hornet*, he took part in the pivotal Battle of Midway 4–6 June 1942. Gray and his companions gallantly attacked the Japanese ships without fighter cover and in the face of withering antiaircraft fire. Though all were shot down, they succeeded in diverting enemy air cover and preventing further launches, thus contributing mightily to America's victory in the battle. Lt. (j.g.) Gray was killed 4 June during the attack. He was awarded the Navy Cross posthumously for his heroism, and shared in the Presidential Unit Citation awarded to Torpedo Squadron Eight for the Battle of Midway.

(APD–74: dp. 1,390; l. 306'; b. 37'; dr. 12'7''; s. 24 k.; cpl. 204; a. 1 5'', 6 40mm., 2 dct.; cl. *Crosley*)

John P. Gray (APD–74) was laid down as DE–673 by Dravo Corp., Pittsburgh, Pa., 18 December 1943; launched 18 March 1944; sponsored by Mrs. Roy C. Gray, mother of

USS *John Marshall* (SSB(N)–611) departing Newport News

Lt. (j.g.) Gray; towed down the Ohio and Mississippi Rivers to be completed at Consolidated Shipbuilding Co., Orange, Tex.; and reclassified APD–74 on 27 June 1944. She commissioned there 15 March 1945, Lt. Comdr. W. E. Sims in command.

Following shakedown cruise to Guantanamo Bay, Cuba, during April and May, the ship arrived New London, Conn., 1 June, to escort Italian submarine *Ris Mameli* to Guantanamo Bay. From there *John P. Gray* proceeded via the Canal Zone to San Diego, arriving 19 June. She steamed to Pearl Harbor 2 days later, and spent July training underwater demolition teams on the island of Maui. In August she returned briefly to California to embark a UDT unit for duty; and, after a stopover in Hawaii, she arrived Eniwetok 30 August.

The war over, *John P. Gray* arrived Jinsen, Korea, 8 September to take part in occupation operations. Departing 14 September, the ship steamed via Guam and Eniwetok to Pearl Harbor, and was attached to "Magic Carpet," the giant operation undertaken to return to the United States the thousands of Pacific veterans. She made two voyages between Hawaii and San Diego, then departed 30 November for Norfolk. *John P. Gray* arrived Hampton Roads 13 December, and moved to Green Cove Springs, Fla., 25 January 1946. She decommissioned 29 April 1946 and entered the Atlantic Reserve Fleet. The ship berthed with the Texas group until struck from the Navy List 1 March 1967.

John P. Jackson

A former name retained.

(SwStr: t. 750; l. 192; b. 36'6"; dph. 12'; cpl. 99; a. 4 32-pdrs., 1 9" D.sb., 1 6" S.r.)

John P. Jackson was built at Brooklyn, N.Y., in 1860 and purchased by the Navy at Newark, N.J., from Jersey City Ferry Co. 6 November 1861. She commissioned at New York Navy Yard 14 February 1862, Lt. Selim E. Woodworth in command.

John P. Jackson was ordered to Key West 10 February to serve as one of the steamers in Comdr. David D. Porter's mother flotilla. On 30 March she arrived Ship Island from Key West as Flag Officer Farragut assembled vessels for his campaign against New Orleans. While Farragut labored to move his deep-draft, sea-going ships across the bar into the Mississippi, *John P. Jackson* was part of the task force which secured Pass Christian, Miss., 4 April. During the operation she joined *New London* and *Hatteras* in driving off Confederate steamers *Carondelet*, *Pamlico*, and *Oregon* as they attempted to prevent the Union landing which wrested the area around Biloxi, Miss., from the South. The same day *John P. Jackson* captured steamer *P. C. Wallis* with a cargo of naval stores.

She next escorted General Butler's occupation troop ships to the Mississippi passes while towing Army transport *Great Republic*. Leaving the Army vessels at the mouth of the Mississippi to await the outcome of the impending naval effort against New Orleans, *John P. Jackson* joined the mortar boats for the intense bombardment of Forts Philip and Jackson. The canonade began 18 April and lasted until Farragut's ships had safely passed the Confederate batteries 6 days later dooming the Southern riverside strongholds and the metropolis which they had fought to protect.

John P. Jackson again supported Farragut when he ran the gauntlet at Vicksburg almost 2 months later to meet Flag Officer Davis, who had battled south along the Mississippi valley. Braving the fire of skillfully used Vicksburg cannons, Porter's flotilla peppered the Southern emplacements with shell, grape, and shrapnel throughout the daring dash. During the fray *John P. Jackson* was hit twice by 7-inch rifle projectiles, leaving her without power and causing other serious damage. Moments later *Clifton*, coming to her aid with a towline, was struck in her starboard boiler; seven men were killed by scalding steam. *John P. Jackson* quickly lowered her boats to save a number of other men who had been forced overboard by the steam.

After repairs at New Orleans, *John P. Jackson* was ordered to Mississippi Sound 30 September for reconnaissance work; and she served there throughout the remainder of the war. Fire broke out in her engineering spaces 8 October, but efficient and courageous damage control action extinguished the blaze and saved the ship. She captured sloop *Young Gustave* in Mississippi Sound 21 October, and diligently performed blockade duty in the months that followed. On 12 September 1863 she cooperated with *Genesses* and *Calhoun* in chasing steamer *Fanny* ashore where she was burned to prevent her falling into Union hands. The next day the same team engaged Confederate steamer *Jeff Davis*, forcing her to withdraw to the shelter of batteries at Grant's Pass. The Union vessels then silenced the Grant's Pass guns. *John P. Jackson* overhauled and took schooner *Syrena* bound from Biloxi to Pascagoula 21 October.

Admiral Farragut's next major objective was Mobile Bay. *John P. Jackson* was on hand at the outset of the campaign 16 February 1864 when she towed three schooners into position for the bombardment of Fort Powell and then joined in the cannonade. For the next 6 months she operated from New Orleans supporting the operations which culminated 5 August in Admiral Farragut's stirring victory.

John P. Jackson captured schooner *Medora* in Mississippi Sound 8 December 1864, and continued to serve in the West Gulf Blockading Squadron until after the end of the war. She departed Pensacola Navy Yard 26 July 1865 and 2 days later arrived New Orleans, where she decommissioned 5 September. She was sold at public auction in New Orleans to Marcy, Maury & Co. 27 September 1865. She was redocumented *J. P. Jackson* 3 October 1865 and was later abandoned in 1871.

John P. Kennedy

John Pendleton Kennedy, born in Baltimore 25 October 1795, graduated from Baltimore College in 1812 and fought in the Battles of Bladensburg and North Point in the War of 1812. Although admitted to the bar in 1816, he was much more interested in literature and politics than law. He published "Swallow Barn" in 1832 and "Horseshoe Robinson" in 1835 to win a permanent place of respect in the history of American fiction. He was an active Whig winning a seat in the Maryland House of Delegates in 1820. In 1838 he succeeded Isaac McKim in the House of Representatives but was defeated in his bid for reelection in November of that year. He was reelected to Congress in 1840 and 1842; but, because of his strong opposition to the annexation of Texas, he was defeated in 1844. His influence in Congress was largely responsible for the appropriation of $30,000 to test Samuel Morse's telegraph.

President Fillmore appointed Kennedy Secretary of the Navy in July 1852. While he held the office, four important naval expeditions were organized including that which sent Commodore Matthew C. Perry to Japan.

Kennedy retired from public life in March 1853 when President Fillmore left office, but he retained an active interest in politics and forcefully supported the Union. At the end of the Civil War he advocated amnesty for the South. He died at Newport, R.I., 18 August 1870.

(Sail: t. 350; cpl. 45; a. 1 24-pdr. how., 2 12-pdr. how.)

John P. Kennedy, the former wooden sailing ship *Sea Nymph*, was purchased at New York in 1853 to participate in an expedition to the North Pacific Ocean to explore for commercial and naval purposes waters in the area of the Bering Straits and the China Seas, which were "frequented by American whaleships and trading vessels in their routes between the United States and China." The expedition, under Comdr. Cadwalader Ringgold, besides supply ship *John P. Kennedy*, consisted of sloop-of-war

Vincennes (flagship), brig *Porpoise*, schooner *Fenimore Cooper*, and bark *John Hancock*.

John P. Kennedy departed New York 21 June 1853 and arrived Cape of Good Hope 10 September. She departed Cape of Good Hope 9 November with the expedition and arrived Batavia, Java, the day after Christmas. She took active part in surveying operations in Indonesian waters until putting in at Singapore 4 April 1854 en route to Hong Kong where she arrived 25 May for repairs. In August the high cost of placing her in good condition prompted Lt. John Rodgers, who had succeeded Commander Ringgold in command, to turn *John P. Kennedy* over to the East Indies Squadron to become a guard ship at the American Factory, Canton, China. The ship stood out of Hong Kong 20 August and arrived at her new station 2 days later.

After a violent storm 23 July 1855, *John P. Kennedy* assisted American ship *Isabella Catana* in getting afloat; and she aided survivors of a Chinese man-of-war after the ship caught fire and blew up 6 September. She departed Canton 20 October in tow of *Powhatan*, arriving Hong Kong the next day. She decommissioned there 31 October and was sold in November 1855.

John Paul Jones

John Paul was born at Arbigland, Kirkbean, Kirkcudbright, Scotland, 6 July 1747. Apprenticed to a merchant at age 13, the lad went to sea in brig *Friendship* to learn the art of seamanship. At 21 he received his first command, brig *John*. After several successful years as a merchant skipper in the West Indies trade, John Paul emigrated to the Continental British colonies and there added Jones to his name. In the summer of 1775, the Continental Congress commissioned him Lieutenant in the first American Navy. As First Lieutenant of *Alfred*, John Paul Jones was the first man to hoist the Grand Union flag on a continental warship, 3 December 1775. During the early part of 1776, he participated in the attack on New Providence, Nassau. Later that year, as Captain of *Providence* and *Alfred*, he made daring cruises between Bermuda and Nova Scotia, inflicting much damage on British shipping.

On 1 November 1777, he sailed for France in *Ranger*, carrying dispatches for the American commissioner and word of Burgoyne's surrender at Saratoga. Admiral La Motte Piquet returned Jones' salute at Quiberon Bay, France, 14 February 1778—the first time the new "stars and stripes" were recognized by a foreign power. *Ranger* subsequently raided the British coast and, in a notable engagement off Belfast, Ireland captured British sloop-of-war *Drake*.

Early in 1779, the French King gave Jones the ancient East Indiaman *Duc de Duras*, which he refitted and renamed *Bon Homme Richard*, as a compliment to Benjamin Franklin. Commanding four other ships and two French privateers he sailed 14 August 1779 to raid English shipping.

On 23 September 1779, his ship accompanied by *Pallas* engaged British *Scrapis* and *Countess of Scarborough* off Famborough Head, Yorkshire. During this bloody and desperate battle, Captain Pearson of the *Scrapis*, seeing the shambles on the deck of the *Bon Homme Richard*, asked if the American ship had surrendered. Jones's immortal reply "I have not yet begun to fight," served as a rallying cry to the crew of the badly-shattered *Richard;* and they went on to capture *Scrapis*. Jones was forced to transfer to *Scrapis* when his gallant *Bon Homme Richard* sank the next day. For this extraordinary victory, not only did Congress pass a resolution thanking him, but Louis XVI presented him with a sword.

After the war, Commodore Jones was active in Paris negotiating prize money claims. In 1788, he entered the service of Empress Catherine of Russia with the rank of Rear Admiral, but still retained his American citizenship. Although he successfully commanded the Black Sea Squadron, court intrigues forced Jones to leave Russia. He returned to Paris in 1790 where he died 18 July 1792. The site of his burial was long forgotten; but American Ambassador Horace Porter began a systematic search for it in 1899. His body was eventually discovered, and in 1905 a special squadron of U.S. Navy ships brought it to America to be interred at the Chapel of the Navy Academy. Brilliant seaman, leader, and man of great courage, John Paul Jones was one of the true founders of the Navy's great traditions.

(DD–932: dp. 3907 fl.; l. 418′ 5″; b. 45′2″; dr. 14′; s. over 30 k.; cpl. 324; a. 3 5″, 4 3″, 4 21″ tt., 1 dct.; cl. *Forrest Sherman*)

John Paul Jones (DD–932) was laid down 18 January 1954 by Bath Iron Works Corp., Bath, Maine; launched 7 May 1955; sponsored by Mrs. Robert B. Carney, wife of Admiral Carney; and commissioned at Boston 5 April 1956, Comdr. R. W. Hayler, Jr., in command.

John Paul Jones, second of the initial class destroyers of post-war design, conducted exhaustive shakedown training out of Guantanamo Bay, Cuba, after which she departed for a cruise to Northern Europe and the British Isles. During this voyage Commander Hayler and members of the crew visited the birthplace of John Paul and presented the ship's emblem to the people of Kirkcudbright. She returned to her home port, Newport, 8 October 1956.

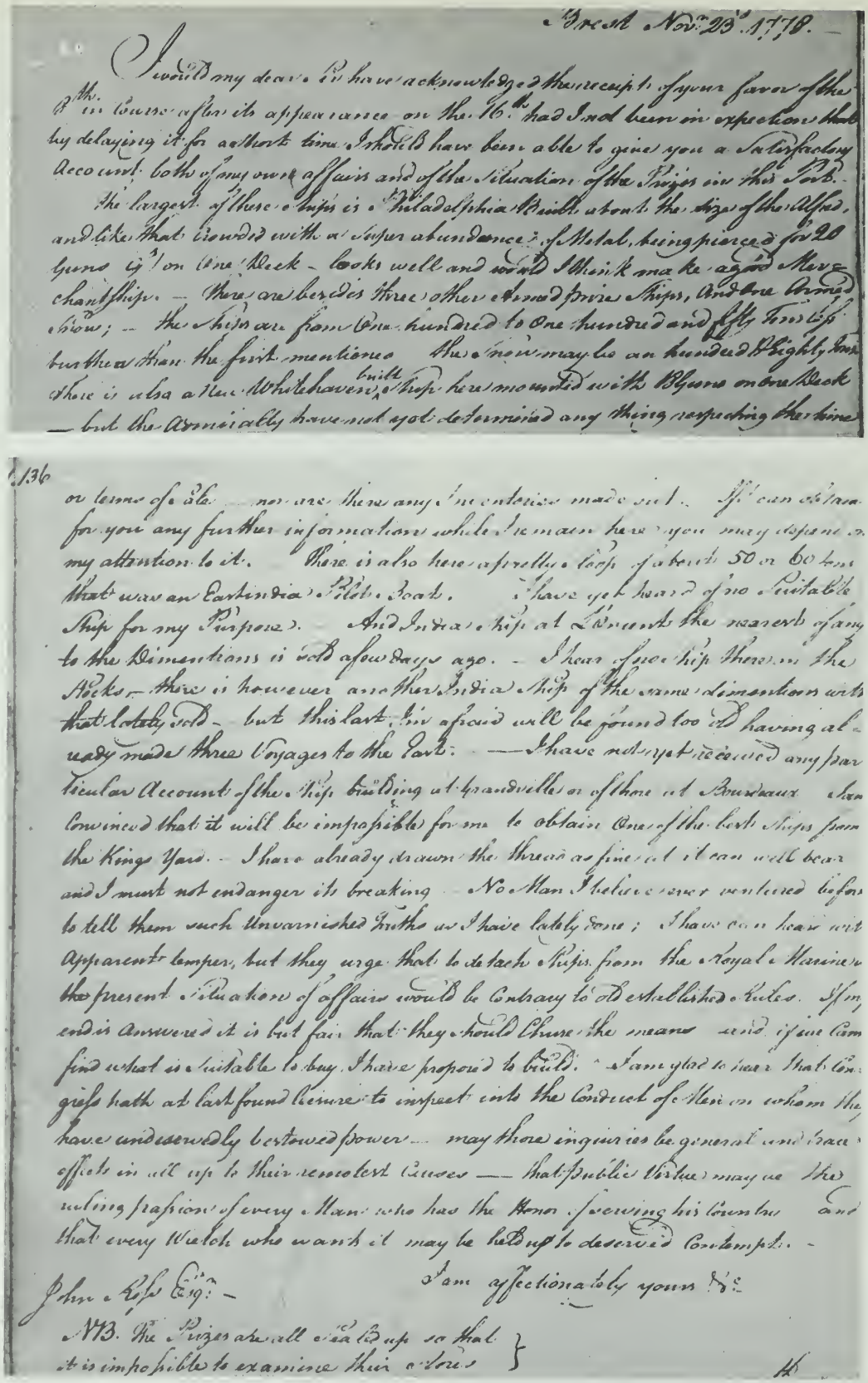
The new destroyer departed for her first cruise with Sixth Fleet 25 March 1957. In May she took part in a graphic illustration of the power of that naval force, swiftly projected where needed, as leftist attempts to overthrow King Hussein of Jordan were foiled by American warships offshore. After helping to avert this crisis, *John Paul Jones* sailed for Newport once more, arriving 6 June 1957. NATO maneuvers in the North Atlantic followed in October. After another brief cruise to the Mediterranean, she arrived Fall River 27 November, and in January 1958 she took part in fleet exercises in the Caribbean.

In the spring of 1958 *John Paul Jones* operated with Canadian ships on training maneuvers in the Atlantic. After further training off the East Coast and in the Caribbean, she sailed again for the Mediterranean 17 March 1959. This tour with the vital 6th Fleet on its peace-keeping mission ended 24 July when the ship arrived Boston.

The year 1960 began with 2d Fleet operations out of Newport, and in June the destroyer embarked midshipmen for a training cruise. She then departed 22 August for a cruise to South America. As part of Operation "Unitas," she circumnavigated the continent, visiting many of America's southern allies and taking part in joint exercises with their navies. After transiting the Straits of Magellan and the Panama Canal, *John Paul Jones* returned to Newport 13 December 1960. During 1961 and 1962 the ship carried out antisubmarine exercises in the Caribbean and out of Newport. In April 1962 she took part in a fleet review and weapons demonstration for President Kennedy, and in July she again embarked midshipmen for training. In October 1962 the ship was on station with the Atlantic Recovery Forces during the orbital flight of Commander Schirra, and soon afterward moved off the coast of Cuba during the Cuban Crisis. As American naval power in the form of a quarantine forced the removal of offensive missiles from the island, the decisive role of the country's modern navy was again emphasized.

The following year saw the veteran ship embark on another Mediterranean cruise 6 February to 1 July; the remainder of 1963 was spent on antisubmarine exercises in the Atlantic.

Operations along the Atlantic Coast continued until *John Paul Jones* began another 6th Fleet deployment 20 June 1964. She operated primarily in the western Mediterranean, on ASW assignments until returning home 3 September 1964. Early in 1965 she participated in Operation "Spring board" in the Caribbean. In March the destroyer received a Gemini-recovery crane and on the 19th sailed for her recovery station some 200 miles south of Bermuda. She was to pick up astronauts Major Virgil Grissom and Lt. Cmdr. John Young and their space craft in the event that they ended their flight after two



Brest Nov.r 23.d 1778.

I would my dear Sir have acknowledged the receipt of your favor of the 8th. in course after its appearance on the 16th. had I not been in expectation that by delaying it for a short time I should have been able to give you a Satisfactory Account both of my own affairs and of the situation of the Ships in this Port.

The largest of these Ships is a Philadelphia Built about the size of the Alfred, and like that Crowded with a Super abundance of Metal, being pierced for 28 Guns tho' on one Deck — looks well and would I think make a good Merchant Ship. — There are besides three other Armed Ships, And one Armed Snow; — the Ships are from One hundred to One hundred and fifty Feet but the Snow than the first mentioned — the Snow may be an hundred & Eighty Tons there is also a fine Whitehaven built Ship here mounted with 18 Guns on the Deck — but the Admiralty have not yet determined any thing respecting the time

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or terms of Sale — nor are there any Inventories made out. — If I can obtain for you any further information while I remain here you may depend on my attention to it. — There is also here a small Boat of about 50 or 60 Tons that was an Eastindia Pilot Boat. — I have yet heard of no Suitable Ship for my Purpose. — And Indian Ship at Lorient the nearest of any to the Dimentions is sold a few days ago. — I hear of one Ship there on the Stocks — there is however another Indian Ship of the same dimentions with that lately sold — but this last I'm afraid will be found too old having already made three Voyages to the East. — I have not yet received any particular Account of the Ships building at Granville or of those at Bourdeaux than convinced that it will be impossible for me to obtain One of the best Ships from the Kings Yard. — I have already drawn the thread as fine as it can well bear and I must not endanger its breaking — No Man I believe ever ventured before to tell them such Unvarnished Truths as I have lately done; I have as I hear with apparent temper, but they urge that to detach Ships from the Royal Marine the present Situation of affairs would be Contrary to all Established Rules. If my end is Answered it is but fair that they should Chuse the means and if we can find what is Suitable to buy I have proposed to build. — I am glad to hear that Congress hath at last found Leisure to inspect into the Conduct of Men on whom they have undeservedly bestowed power — may those inquiries be general and have effects in all ups to their merited Causes — that Publick Virtue may be the ruling passion of every Man who has the Honor of serving his Country and that every Wretch who wants it may be held up to deserved Contempt. —

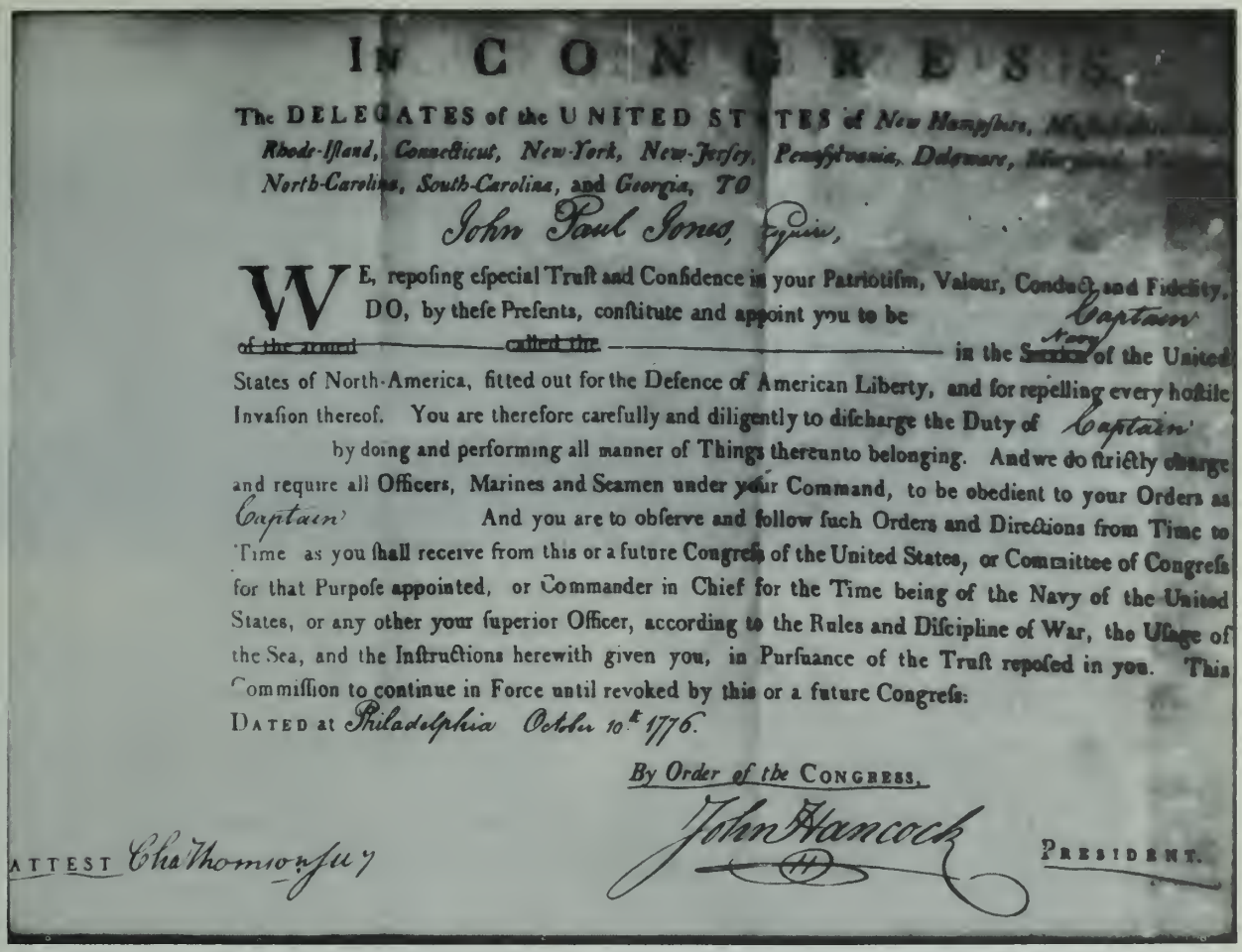
I am affectionately yours &c.

John Ross Esq.r —

NB. The Prizes are all clean'd up so that it is impossible to examine their Stores

Jh

John Paul Jones writes to John Ross, a Scotsman sympathetic to the American cause.



IN CONGRESS.

The DELEGATES of the UNITED STATES of *New Hampshire, Massachusetts-Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Pennsylvania, Delaware, Maryland, Virginia, North-Carolina, South-Carolina, and Georgia, TO*

John Paul Jones, Esquire,

WE, repoſing eſpecial Truſt and Confidence in your Patriotiſm, Valour, Conduct, and Fidelity, DO, by theſe Preſents, conſtitute and appoint you to be *Captain* of the ~~armed~~ ——— called the *Navy* ——— in the ~~Service~~ of the United States of North-America, fitted out for the Defence of American Liberty, and for repelling every hoſtile Invaſion thereof. You are therefore carefully and diligently to diſcharge the Duty of *Captain* by doing and performing all manner of Things thereunto belonging. And we do ſtrictly charge and require all Officers, Marines and Seamen under your Command, to be obedient to your Orders as *Captain*. And you are to obſerve and follow ſuch Orders and Directions from Time to Time as you ſhall receive from this or a future Congreſs of the United States, or Committee of Congreſs for that Purpoſe appointed, or Commander in Chief for the Time being of the Navy of the United States, or any other your ſuperior Officer, according to the Rules and Diſcipline of War, the Uſage of the Sea, and the Inſtructions herewith given you, in Purſuance of the Truſt repoſed in you. This Commiſſion to continue in Force until revoked by this or a future Congreſs:

DATED at *Philadelphia October 10th 1776.*

By Order of the CONGRESS,

John Hancock

PRESIDENT.

ATTEST *Chas Thomson Secy*

John Paul Jones' appointment to Captain

rather than the three scheduled orbits. However, all went well so she returned to Norfolk 27 March without headlines.

John Paul Jones headed back to the Mediterranean 18 June for NATO exercises with units of the French. Greek and British navies. She returned to Norfolk 6 November, sailed to Philadelphia 2 December, and entered the Naval Shipyard and decommissioned 20 December for conversion to a guided missile destroyer. Reclassified DDG–32, she recommissioned in the fall of 1967.

John Penn

John Penn was born in Virginia 6 May 1740. He was admitted to the bar in 1761; and, after practicing in Virginia, moved in 1774 to Granville County, N.C. There Penn became active in public affairs, served for a brief time in the Provincial Congress, and was elected to the Continental Congress in 1775. Serving in Congress until 1780, he voted for and signed the Declaration of Independence. Penn became a member of the North Carolina Board of War in 1780 and returned to the practice of law in 1781. He died 14 September 1788.

(AP–51: dp. 9,360; l. 475′4″; b. 62′; dr. 26′; s. 16 k.; a. 1 5″, 4 3″, 8 20mm.)

John Penn (AP–51), formerly *Excambion*, was launched in 1931 by the New York Shipbuilding Co., Camden, N.J., for American Export Lines; acquired by the Navy 8 January 1942; and commissioned 6 April 1942, Captain Harry W. Need in command.

After fitting out and training, *John Penn* began preparations for what was to be one of the largest overseas expeditions ever undertaken; the North African Invasion. From 4 to 16 October 1942, *John Penn* loaded Army equipment, cargo, and troops, then topped off with fuel. She sortied from Hampton Roads 23 October with Admiral Hewitt's Western Naval Task Force. As a unit of Rear Admiral Monroe Kelly's Northern Attack Group, she arrived 8 November in the transport area off Mehdia, Western Morocco, where she began landing troops and putting cargo ashore. Although hampered by heavy surf and fire from enemy shore batteries, she unloaded with efficiency and dispatch. At 1053 an enemy aircraft attacked *John Penn*, but her after batteries quickly splashed the intruder. On 15 November she departed for Casablanca, arrived that same day, and unloaded the remainder of her cargo. She sailed for Norfolk 17 November, arriving the 30th.

John Penn departed Norfolk 17 December for deployment to the Pacific, arriving New Caledonia via the Canal Zone 18 January 1943. She departed New Caledonia 24 January; and touching at Espiritu Santo 3 days later, got underway to pick up survivors from *Chicago*, sunk off Guadalcanal 29 January. In all, she received 1,003 men and 63 officers, including Captain R. C. Davis, the lost cruiser's commanding officer. After debarking her grateful passengers at Noumea, New Caledonia, she spent the next 6 months delivering supplies, equipment, and troops

USS *John Paul Jones* (DD–932)—"Give Me a Fast Ship for I Intend To Go In Harms Way."

JOHN G. M. STONE
248 KING GEORGE STREET
ANNAPOLIS, MARYLAND

21 Jan., 1965.

In early april 1905 while in Paris with my Grandmother, Marias Porter Stone, she received a note from the U.S. Ambassador, General Horace Porter, telling her that it might be of interest to Jack if she brought him to the School of medicine because they had the body of Paul Jones.

When we arrived there were a great many men present perhaps a dozen, maybe twenty, who were examining the body just removed from a lead casket. They were taking measurements, comparing it with two busts and a painting for positive identification. There was a feeling of awe in the room. Here were the almost life like remains of a man who had died in July, 1792. Uncle Horace said I could feel his hand, I think it was his right one, from which the lead foil had been removed. With some reluctance (really a great deal) I held the hand. It was soft and pliable. I did not hold it long!

There was no shadow of doubt but the the body was that of John Paul Jones. And, in the nature of things, there is no other person alive at this time, 60 years later, who has seen and touched John Paul Jones, nor has there been for a number of years.

John G. M. Stone

R/Adml Ernest M. Eller, USN.

P.S. When first seen J. P. J. seemed alive. no photograph was made until about 2 days later – by that time his face had changed due to exposure – no less.

J.G.M.S.

to Guadalcanal from the New Hebrides, the Fiji Islands, and New Zealand. Reclassified APA–23 on 1 February 1943, she continued to bring supplies and troops into this bitterly contested island.

On 13 August *John Penn* had just finished unloading a cargo of 155-mm. ammunition off Lunga Point, Guadalcanal. At 2120 she came under attack by enemy torpedo planes. Three minutes later, when the transport took one of the planes under fire, it burst into flames and crashed into her mainmast. About that same instant a torpedo hit from another plane hit the ship. Although vigorous efforts were made to save her, *John Penn* went down stern first at 2150.

In her naval service, the transport had played a key role in the assault and occupation of French Morocco and contributed greatly to the struggle for Guadalcanal. In war there are always losses, but *John Penn*'s crew, reassigned to other ships, took part in later decisive naval victories.

John Penn received one battle star for World War II service.

John Pope, General, see *General John Pope* (AP–10)

John Q. Roberts

John Quincy Roberts was born in Boaz, Ala., 2 September 1914 and enlisted in the Naval Reserve 14 October 1940. After undergoing flight training, he was commissioned Ensign 27 September 1941 and reported to Scouting Squadron 6. Roberts was serving with the squadron on famed *Enterprise* (CV–6) during the pivotal Battle of Midway, 4 through 6 June 1942, in which the Japanese lost all four of their carriers in a crushing defeat. Roberts pressed home the attack on the carriers despite formidable opposition, contributing importantly to the success of the squadron and the entire task force. He was declared missing in action 5 June 1942, and presumed dead. For his heroism in this critical battle, Ens. Roberts was posthumously awarded the Navy Cross.

(APD–94: dp. 1,390; l. 306′; b. 37′; dr. 12′7″; s. 24 k.; cpl. 204; a. 1 5″, 6 40mm.; cl. *Crosley*)

John Q. Roberts (APD–94) was laid down 15 November 1943 as DE–235 by Charleston Navy Yard, Charleston, S.C.; launched 11 February 1944; sponsored by Mrs. Deany Roberts Garner, mother of Ens. Roberts; reclassified APD–94 on 17 June 1944; and commissioned 8 March 1945, Lt. Comdr. R. N. Bavier, Jr., in command.

Following shakedown training in the Caribbean, *John Q. Roberts* underwent amphibious training in Hampton Roads during April. She then got underway from Norfolk to join the Pacific Fleet, sailing 7 May. The ship arrived Pearl Harbor 31 May and trained with underwater demolition team units until proceeding to Leyte Gulf 13 June.

In the weeks that followed, the ship escorted convoys and took part in fleet maneuvers in the Philippines preparatory to the anticipated invasion of the Japanese home-islands.

The war over, *John Q. Roberts* departed Leyte 20 August to escort a convoy to Okinawa. From there she was engaged in escort duties between that island and Japan. The ship was at Yokosuka during the historic surrender ceremonies in Tokyo Bay 2 September, and remained in Japan transporting troops and administrative personnel carrying out occupation duties. After embarking returnees, she departed Nagoya 17 December 1945 and steamed via Eniwetok and Pearl Harbor for San Pedro, where she arrived 6 January 1946.

John Q. Roberts sailed 25 January for Norfolk, and from there to Green Cove Springs, Florida, where she arrived 17 March 1946. She decommissioned 30 May 1946 and entered the Atlantic Reserve Fleet; she sold for scrap 29 December 1960 to B. F. Diamond Construction Co., Inc., Savannah, Ga.

John R. Craig

John Rich Craig, born 13 September 1906 in Jacksonville, Fla., graduated from the Naval Academy in 1930 and received flight training the following year. During 1935 and 1936 he underwent submarine training. Prior to the outbreak of World War II, he commanded *R–17* (SS–94). He took command of *Grampus* (SS–207) 16 September 1942, and during the next 6 months he led the submarine on daring attacks against Japanese shipping. She sank two enemy transports and a cargo ship and damaged three enemy destroyers. While on her sixth war patrol, *Grampus* was lost in the Southwest Pacific with all hands 22 March 1943. Lt. Comdr. Craig was awarded the Navy Cross posthumously for his extraordinary heroism.

((DD–885): dp. 2,425; l. 376′6″; b. 41′1″; dr. 18′6″; s. 34.5 k.; cpl. 367; a. 6 5″, 16 40mm., 20 20mm., 5 21″ tt.; 6 dcp., 2 dct.; cl. *Gearing*)

John R. Craig (DD–885) was laid down by Consolidated Steel Corp., Orange, Tex., 17 November 1944; launched 14 April 1945; sponsored by Mrs. Lilian Hyde Craig, widow of Lt. Comdr. Craig; and commissioned 20 August 1945, Comdr. L. G. Cornwell in command.

After shakedown in Caribbean *John R. Craig*, departed Charleston 19 January 1946 for San Diego arriving 1 February. She departed 7 February to join the 7th Fleet and assist in repatriating Japanese soldiers from North China. The destroyer returned San Diego 31 January 1947. In the years prior to the Korean conflict *John P. Craig* alternated Far Eastern deployments with periods of intensive training off the California coast.

As the conflict in Korea intensified, *John R. Craig* arrived in the combat zone 19 February 1951. She immediately commenced operations with Task Force 77, screening carrier strikes on enemy shore positions. During the Chinese Communist spring offensive the destroyer performed shore bombardment in the Wonsan area, knocking out enemy installations and disrupting transportation.

But for two brief periods in San Diego, she continued operations off Korea during the remainder of the conflict.

Following the cessation of hostilities, *John R. Craig* continued patrol operations south of the 38th parallel to insure peace in Asia. From 1954 to 1962 the destroyer engaged in exercises off the West Coast with annual deployments to the Far East.

During her 1955 cruise she took an active part in the evacuation of Chinese nationalists from the Tachen Islands. Subsequent cruises consisted of exercises with the Japanese Self Defense Force in 1957, ASW exercises, Formosa Patrol and maneuvers with the Chinese Nationalist Navy during the 1961 cruise. She arrived San Diego 6 March 1962 for a FRAM overhaul and received helicopter facilities. *John R. Craig* completed the overhaul 15 March 1963 and once again joined the Pacific Fleet. Following training exercises, the destroyer sailed 17 October for duty with the 7th Fleet. She immediately commenced patrol duty in the Formosa Straits to deter Communist aggression. She patrolled the Formosa Straits and visited Hong Kong; Subic Bay; Sasebo; Taiwan; and Okinawa before returning to San Francisco 19 May 1964.

John R. Craig operated along the West Coast until heading back to the Far East 6 March 1965. She left Sasebo 8 April to screen *Midway* during strikes against enemy targets in South Vietnam. But for a brief run to Subic Bay, she remained on this duty until 2 July. After a visit to Hong Kong she was designated flagship for a new naval gunfire support group. During the next 20 days he guns were rarely silent as she pounded enemy targets ashore. On 11 August she headed home and arrived San Diego exactly a month later. Her service during the year won her the Battle Efficiency "E" for DesRon 1.

After operations off Southern California, she entered Hunters Point Naval Shipyard 1 December for overhaul. Ready for action at the end of March 1966, she trained out of San Diego until sailing for the Far East 28 July.

On 13 September she entered the Gulf of Tonkin for plane guard duty. Ten days later she provided naval gunfire support for Operation "Golden Fleece" in Quang Nga; Province. Next came Operations "Sea Dragon" and "Traffic Cop", interdiction of supply from the North to the Demilitarized Zone. During this duty she engaged enemy shore batteries and shelled North Vietnamese radar sites.

The destroyer departed the Gulf of Tonkin 4 December and returned home early in 1967 to prepare for future action.

John R. Craig received four battle stars for Korean war service.

John R. Pierce

John Reeves Pierce, born in Cristobal, Canal Zone, 3 November 1906, graduated from the Naval Academy in 1928. Following flight training and submarine instruction, he served in Submarine *S–29* and studied marine engineering at the University of California. After serving in *Nautilus* (SS–168) and *Narwhal* (SS–167), he assumed command of *S–23* (SS–128) 15 February 1941. Appointed Lieutenant Commander 2 January 1942, Pierce on 22 June took command of *Argonaut* (SM–1), a transport submarine, which participated with *Nautilus* in carrying out the famed, diversionary Makin Island Raid from 17 to 19 August. On her third war patrol in the Southwest Pacific, *Argonaut* sighted an enemy convoy protected by planes and destroyers. Built as our first large minelaying submarine, she lacked proper submerged maneuverability during combat operations. When detected, she came under a vicious enemy attack. The gallant *Argonaut* surfaced and pressed home an aggressive counter attack, severely damaging a Japanese destroyer before succumbing to heavy enemy fire 10 January 1943. For his demonstration of courageous leadership and unyielding devotion to duty Lt. Comdr. Pierce was posthumously awarded the Navy Cross.

(DD–753: dp. 2,200; l. 376′5″; b. 41′1″; dr. 15′8″; s. 34 k.; cpl. 336; a. 6 5″, 12 40mm., 11 20mm., 10 21″ tt., 6 dcp., 2 dct.; cl. *Sumner*)

John R. Pierce (DD–753) was laid down by the Bethlehem Steel Co., Staten Island, N.Y., 24 March 1944; launched 1 September 1944; sponsored by Mrs. Mary Taylor Pierce, widow of Lt. Comdr. Pierce; and commissioned 30 December 1944 at Brooklyn Navy Yard, Comdr. C. R. Simmers in command.

Following shakedown off Bermuda, *John R. Pierce* operated out of Norfolk during the spring of 1945, training destroyer crews and conducting ASW patrols along the eastern seaboard. She sailed 17 June for duty in the Pacific, arrived Pearl Harbor 6 July. Departing 12 August as escort for a carrier-cruiser striking force sent to attack Wake Island, she was ordered to cease offensive operations on the 15th. She then proceeded via Eniwetok to Japan and arrived Wakayama, Honshu, 15 September as escort for a convoy of occupation troops.

For the next 3 months she operated in the Japanese Inland Sea, covering occupation landings and assisting in the liberation of Allied POWs. She sailed 21 December from Kure, Honshu, to Shanghai, China, to support the Chinese Nationalists in their struggle with the Communists for control of the mainland. She also conducted the "North China Omnibus Courier Run" between China and Korea until 6 March 1946, when she departed Tsingtao, China, for the United States.

Arriving San Francisco 27 March, she deactivated 16 September. *John R. Pierce* then sailed for San Diego 17 January 1947, decommissioned 24 January and entered the San Diego Group, Pacific Reserve Fleet, 1 May.

John R. Pierce recommissioned 11 April 1949, Comdr. O. W. Goepner in command. Assigned to the Atlantic Fleet, she departed 11 July for Norfolk. Arriving 5 August, she commenced 12 months of Atlantic operations that extended from Greenland to the Canal Zone. Under the command of Cmdr. J. R. Wadleigh she cleared Norfolk 8 August 1950 for duty with the 6th Fleet. Before returning to the United States 23 January 1951, she operated in the Mediterranean from Gibraltar to Crete and along the western coast of Europe from England to Norway.

For more than 15 months *John R. Pierce* operated out of Norfolk along the Atlantic coast; then she departed 15 May 1952 for duty in the Far East. Sailing via the Panama Canal, San Diego and Pearl Harbor, she arrived Yokosuka, Japan, 18 June. With Comdr. O. C. Foote, Jr., in command she sailed on the 20th for blockade and bombardment operations against Communist forces along the east coast of Korea. From Chongjin to Songjin she conducted interdiction firing and "anti-mine, anti-junk and anti-fishing" patrols. While engaging enemy shore batteries at Songjin 6 August, she sustained three hits from enemy fire but continued interdiction patrols until 11 October. She then departed for the United States via the Indian Ocean, Suez and Gibraltar, arriving Norfolk 12 December.

From 5 January 1954 to 1 April 1962 *John R. Pierce* deployed to the Mediterranean on six cruises of varying duration. When not conducting operations with the 6th Fleet, she operated out of her home port on training exercises and readiness operations in the Atlantic and the Caribbean. When in the Mediterranean, fleet operations carried her the length and breadth of the sea, and deployments in 1954 and 1956 sent her, in addition, to the coast of Western Europe.

Engaged primarily in conducting ASW barrier patrols and screening carrier flight operations, *John R. Pierce* responded quickly to international crises that threatened world peace. When the Communist-controlled Syrian Army threatened King Hussein's pro-Western government of Jordan during August and September 1957, destroyers, including *John R. Pierce*, patrolled the ancient sea lanes of the Eastern Mediterranean and the Red Sea to guard against possible intervention by Nasser's Egypt. She returned to the same area in December 1958 to bolster the security of Lebanon, recently threatened by the Soviet-backed United Arab Republic. And following the assassination of General Trujillo 27 May 1961, this versatile destroyer patrolled off the Dominican Republic, thus helping to stabilize a potentially explosive situation.

Returning to Norfolk 1 April 1962 from her seventh Mediterranean cruise, she sailed 15 May to participate in Project Mercury Recovery Operations following Comdr. M. Scott Carpenter's scheduled three orbital flight in "Aurora 7." On the 24th she steamed 206 miles at flank speed from her designated position in the Atlantic Recovery Area east of Puerto Rico and recovered the floating space capsule. After delivering it safely at Roosevelt Roads, Puerto Rico, the next day, she returned to Norfolk 28 May before resuming duty in the Caribbean.

Navy pilots discovered Russian offensive missile bases in Cuba 14 October. Deeming this Soviet capability a threat to our national security, President Kennedy ordered on the 22d an immediate sea and air blockade to prevent all offensive weapons from entering the island. In response to the President's call for a "quarantine of Cuba," the Navy deployed 90 ships into waters off Cuba to prevent further military buildup and to enforce American demands that the Russians withdraw their missile threat.

Under the command of Comdr. J. W. Foust, *John R. Pierce* departed Norfolk 22 October; joined the quarantine force on the 24th; and, during the next 5 days, investigated 13 ships. On 28 October the Soviets agreed to the American demands, thus alleviating a tense and crucial crisis. *John R. Pierce* departed from her assigned position the following day, but she continued a Caribbean sea-vigil from Jamaica to the Canal Zone until returning to Norfolk 14 December.

She departed home port 29 March 1963 for the Mediterranean and the Middle East. After 2 weeks of maneuvers with the 6th Fleet, she transited the Suez Canal 30 April and commenced an 11-week cruise through the Red Sea, the Arabian Sea, and the Persian Gulf. Returning to the Mediterranean 16 July, she resumed fleet

operations. On 14 August she rescued three survivors of a plane that splashed off her starboard bow while attempting an emergency landing on *Enterprise* (CVAN–65). Departing Palma, Mallorca, 24 August, she arrived Norfolk 4 September.

John R. Pierce spent the next year operating out of Norfolk; and during off-shore surveillance patrols in January 1964 she escorted five Cuban boats, which were illegally fishing in U.S. territorial waters, to Key West for internment. Once again she departed Norfolk for the Mediterranean 8 October. Reaching Naples late in the month, she joined the 6th Fleet and through the remainder of the year operated along the western coast of Italy.

John R. Pierce returned to Norfolk 27 February 1965. She reported to Commandant of the 3d Naval District in Brooklyn, N.Y., for duty as a reserve training ship and began a schedule of 2-week training cruises for naval reservists. She continued this duty into 1967.

John R. Pierce received one battle star for service during the Korean War.

John R. Perry

John R. Perry was born 24 May 1899 in Waco, Tex. He enlisted in the Navy for service in World War I, then entered the Naval Academy and was commissioned Ensign 8 June 1923. After serving in *Mareus* (DD–321), he earned a master's degree in civil engineering at Rensselaer Polytechnic Institute. He then served in the Bureau of Yards and Docks; in Cuba, the Great Lakes region, Florida, and the Philippines. He returned to the Bureau of Yards and Docks in 1938 and in 1941 became Director of Administration and Personnel. In this post he performed with such proficiency that he was awarded the Legion of Merit for remarkable initiative and excellent judgment in recruiting, organizing, training, equipping and distributing to outlying bases, the Navy's construction battalions. In the course of 1 year he made available for service in the field some 70,000 men who formed a vital component part of our military organization in World War II.

In 1944 Perry became Officer in Charge of the 2d Naval Construction Brigade with additional duty on the staff of Commander Service Force, U.S. Pacific Fleet. The following year, he additionally became Commander, Construction Troops of the 7th Fleet. He was awarded a second Legion of Merit for the development of the Leyte-Samar area into a large naval base and assisting in the planning and construction of an air station, air strips, a fleet hospital, the Navy Receiving Station at Tubabao, a Navy Supply Depot, an ammunition depot and a ship repair base at Manicani. Through his engineering ingenuity, he greatly improved transportation facilities, sanitary installations and water supply lines, lines of communication, housing accommodations, storehouses and dumps, docking facilities and dredging operations.

At the close of World War II, Perry became Public Works Officer at the Naval Academy until 1948. He then was designated Assistant Chief for Operations in the Bureau of Yards and Docks. In July 1951 he assumed command of the Naval Construction Battalion Center, Port Hueneme, Calif. From June to October 1953, he served as Director of the Pacific and Alaskan Division, Bureau of Yards and Docks, with headquarters at San Francisco. He then became Chief of Civil Engineers of the Navy and Chief of the Bureau of Yards and Docks, Navy Department, serving until he died of a heart attack 25 September 1955. Rear Admiral John R. Perry is buried in the Naval Academy Cemetery, Annapolis, Md.

(DE–1034: dp. 1,750; l. 310′; b. 37′; dr. 18′; s. class.; cpl. 167; a. 2 3″; 6 21″ tt.; 1 dct.; cl. *Claud Jones*)

John R. Perry (DE–1034) was laid down 4 January 1956 by Avondale Marine Ways, Avondale, La.; launched 29 July 1958; sponsored by Mrs. John R. Perry, widow of Rear Admiral Perry; and commissioned 5 May 1959, Lt. Comdr. W. L. Atkinson in command.

John R. Perry made a shakedown cruise to Northern Europe and Scandinavian countries, thence sailed to Guantanamo Bay, Cuba. She then became a school ship for the Fleet Sonar School, basing at Key West, Fla., for antisubmarine warfare operations that took her to principal Caribbean and Gulf ports, sailing as far east as the Azores, and up the eastern seaboard to Norfolk. She was one of the Atlantic Fleet's warships responding to the President's call for a quarantine of Cuba (24 October–20 November 1962), which was being developed as a Soviet offensive base. She patrolled off the island to help choke off the flow of military supplies to Cuba and enforce American demands for the withdrawal of Soviet missiles. After American demands were substantially complied with, the persuasive tentacles of force were withdrawn.

John R. Perry resumed sonar schoolship duties out of Key West which continued through 1965. This principal service was interrupted by overhauls in the Charleston Navy Yard, special antisubmarine warfare tactics in the Caribbean and along the eastern seaboard with Task Force *Alpha*, and joint operations with units of the Venezuelan Navy (2–8 February 1964). During these years *John R. Perry* has helped train the men of the Navy in the latest ASW techniques and has steadily perfected her own ability to defend the Nation against the threat of a growing Soviet submarine force.

John R. Perry was transferred to the Pacific Fleet 1 May 1966. She departed Key West on the 16th, transited the Panama Canal 3 days later, and arrived Pearl Harbor 4 June to operate in the Hawaiian area through mid-1967.

John Rodgers

John Rodgers, born near present Havre de Grace, Md., 11 July 1772, entered the Navy as Second Lieutenant 8 March 1798 and was assigned to *Constellation*. He helped capture French frigate *L'Insurgente* 9 February 1799 and took command of her as prize master. He was promoted to Captain 5 March 1799 and 3 months later took command of *Maryland*. In March 1801 he transported the ratified French-American Peace Treaty to France.

Placed in command of *John Adams* the following year, he sailed for the Mediterranean to attack Barbary forts and gunboats at Tripoli. His brilliant record fighting the corsairs won him appointment as Commodore of the Mediterranean Squadron in May 1805.

A year later he returned to the United States to take command of the New York Flotilla. After the Embargo Act was passed at the close of 1807, Rodgers commanded operations along the Atlantic coast enforcing its provisions.

In the spring of 1811, upon word that a British ship was impressing American seaman off Sandy Hook, N.J., Commodore Rodgers, in *President*, was ordered to investigate. On 16 May he defeated British corvette *Little Belt* in a spirited engagement which foreshadowed his brilliant success in the forecoming war with England.

On the sixth day of the War of 1812, still in *President*, Rodgers drove off British frigate *Belvidera* and chased her for 8 hours before she escaped. During the remainder of the war he captured 23 prizes and on land rendered valuable service defending Baltimore during the attack on Fort Henry.

Following the war, Rodgers headed the Board of Navy Commissioners until retiring in May 1837. Commodore Rodgers died in Philadelphia 1 August 1838.

John Rodgers, son of Commodore John Rodgers, was born near Havre de Grace, Md., 8 August 1812. He entered the Navy as a midshipman 18 April 1828. Service in the Mediterranean on board *Constellation* and *Concord* opened his long career of distinguished service. In the mid-1850's he succeeded Comdr. Ringgold in command of the North Pacific Exploring and Surveying Expedition, which added greatly to our knowledge of far eastern and northern waters.

In the early months of the Civil War, Rodgers organized the Mississippi Flotilla and supervised construction of

the first ironclad gunboats on the western rivers. He took command of ironclad *Galena* in April 1862 and operated with distinction in the James River while supporting General McClellan's Peninsular Campaign. He was promoted to Captain 16 July 1862 and transferred to monitor *Weehawken*. In her he distinguished himself during the attack on Fort Sumter and in capturing Confederate ram *Atlanta*. The latter service won him the thanks of Congress and promotion to Commodore.

After the war, Rodgers commanded the Boston Naval Station until 1869. He was elevated to Rear Admiral in December 1869 and given command of the Asiatic Squadron. In this post he ably handled diplomatic duties in addition to his naval responsibilities. Back in the United States he commanded Mare Island Naval Station and the Naval Observatory. He died in Washington 5 May 1882.

John Rodgers, great grandson of Commodore Rodgers, was born in Washington 15 January 1881 and graduated from the Naval Academy in 1903. His early naval career included service on ships of various types before studying flying in 1911 and becoming the second American naval officer to receive a pilot's license.

He commanded Division 1, Submarine Force, Atlantic Fleet in 1916; and, after the United States entered World War I, he commanded the Submarine Base at New London, Conn.

Following the war, he served in European waters and received the Distinguished Service Medal for outstanding work on minesweeping operations in the North Sea. After several important assignments during the next 5 years, he commanded Aircraft Squadrons, Battle Fleet, in *Langley* in 1925. That year he made the first attempt at a non-stop flight from California to Hawaii. In command of seaplane PN–9, he departed San Pedro 31 August, but a fuel shortage forced his plane to land short of her destination 1 September. While ships searched for the plane, Comdr. Rodgers led his crew in improvising sails from the plane's wing material to continue the trip afloat. Finally, 9 days later, after sailing the plane to within 15 miles of Nawiliwili Bay, Kauai, Rodgers hailed Submarine *R–4* and was towed into port.

After this experience, he served as Assistant Chief of the Bureau of Aeronautics until killed in an airplane crash 27 August 1926.

I

(Str: dp. 455; l. 160′; b. 27′; dr. 6′6″; cpl. 22; a. 3 3-pdrs., 1 1-pdr.)

The first *John Rodgers*, a lighthouse tender, was built in Newburgh, N.Y., and taken over by the Navy at the beginning of World War I under Executive Order of 11 April 1917 which placed the Lighthouse Service under Navy control. She was assigned to the 3rd Naval District and operated there until the Lighthouse Service was returned to the Department of Commerce 1 July 1919.

II

(DD–574: dp. 2,050; l. 376′5″; b. 39′8″; dr. 13′; s. 35 k.; cpl. 273; a. 5 5″, 10 40mm., 7 20mm., 10 21″ tt., 2 dct., 6 dcp.; cl. *Fletcher*)

The second *John Rodgers* (DD–574) was laid down by Consolidated Steel Corp., Orange, Tex., 25 July 1941; launched 7 May 1942; sponsored by Miss Helen Perry Rodgers, daughter, great grandniece, and great granddaughter of the ship's namesakes; and commissioned 9 February 1943, Comdr. H. O. Parrish in command.

After shakedown in the Caribbean, *John Rodgers* departed Norfolk 13 May escorting a convoy through the Panama Canal to Pearl Harbor. Following a short training period there, the destroyer joined the screen of a fast carrier task force in August during damaging raids on Marcus Island, Tarawa, and Wake Island which also gathered invaluable information for future landings.

Then, in a joint cruiser-destroyer force, she sailed for Empress-Augusta Bay to support landings on Bougainville 1 November. While screening the transports there a week later, she assisted *Santa Fe* in splashing a Japanese torpedo plane.

From this action she joined the destroyer screen of the Southern Attack Force for the invasion of the Gilbert Islands. She protected the transports during the landings on Betio Island 20 November and remained in the area supporting the brave marines ashore until Tarawa Atoll was secure.

Late in December the destroyers sailed to Pearl Harbor to prepare for the next major offensive. *John Rodgers* departed Pearl Harbor 22 January 1944 headed for the Marshall Islands. Profiting from experience gained in previous engagements, the Navy launched a well-coordinated attack on Kwajalein Atoll 31 January. In addition to providing antiaircraft and antisubmarine protection, *John Rodgers* supported the landing forces with gunfire which knocked out enemy troop concentrations and pill boxes. After the last resistance disappeared 7 February, the destroyer patrolled the Marshall Island area until late March.

During April she acted as escort for ships bringing men and weapons as American forces surprised the enemy at Hollandia. Naval fire support helped ground troops to secure airfields giving the United States a closer base for future attacks on the remaining Japanese held islands.

In May *John Rodgers* operated out of Guadalcanal screening convoys and bombarding enemy positions. Early in June she sailed to the Marshall Islands to prepare for the Marianas Campaign and departed Eniwetok 17 July with the Guam invasion force. Beginning 21 July, *John Rodgers* fired more than 3,600 rounds at targets on Guam helping to knock out enemy troop concentrations and defensive works. The destroyer remained in the Marianas until 4 August and provided antisubmarine screen for transports bringing reinforcements.

In August *John Rodgers* began preparations for the Morotai Invasion and departed Humbolt Bay 14 September to support and screen the landings there. After this operation, which provided the only Allied base from which to stage short-range fighters and bombers to Leyte, she remained on patrol duty in the area.

John Rodgers returned to Hollandia 2 October to prepare for the long-awaited invasion of the Philippines. She got under way for Leyte 13 October and arrived to support landings 7 days later. Now commanded by Comdr. J. G. Franklin, she screened the ships carrying General MacArthur and his troops back to the Philippines. As American fighting men moved inland and took two important airfields, the destroyer provided fire support and patrolled the area.

Meanwhile, risking all to save the Philippines, Japan committed her entire remaining naval force to battle. The U.S. Navy met this challenge by routing the Japanese in the decisive Battle for Leyte Gulf, and reducing their once powerful navy to a mere shadow of its former strength.

Following this historic action, *John Rodgers* departed the Philippines 30 October for Mare Island, Calif., and a badly needed overhaul. Rejuvenated by early January 1945, the destroyer sailed west to join Admiral Spruance's Task Force 58 on 7 February for final offensive operations against the enemy. Carrier strikes on the Japanese homeland began 16 February and, in 2 days of relentless air attacks, destroyed nearly 800 enemy planes.

Then *John Rodgers* turned toward the Bonin Islands to screen a fast carrier task force covering the invasion of Iwo Jima 19 February. Although air raids and heavy guns knocked out many enemy defensive works, the island was well enough fortified to make the Navy pay a high price in lives and weapons for this vital stopover for B–29 bombers raiding Tokyo.

Following Iwo Jima, *John Rodgers* resumed duty with the fast carrier task force raiding Japan while awaiting the invasion of Okinawa, last and greatest amphibious operation of the Pacific war. *John Rodgers* operated with the carriers as they continued to bomb both Japan and Okinawa. She began screening operations as the first as-

sault wave hit the beach 1 April. She stood by protecting the carriers and splashed two kamikazes as they dived toward the flattops. She remained in the area supporting operations until Okinawa was finally secure 21 June.

As the war closed, *John Rodgers* screened the 3d Fleet during almost continuous raids on Japan. Late in July she operated with Destroyer Division 25 on the Suruga Wan antishipping sweep and penetrated to within 1½ miles of the Japanese shoreline, probably the closest approach made by surface ships during the entire war. Admiral Halsey congratulated the division commander who had led the sweep on board *John Rodgers:* "Loud applause to you and your boys for a well planned sweep conducted in the best destroyer tradition. You have been enrolled on the emperor's blacklist."

Following the atomic bombing of Hiroshima and Nagasaki and the subsequent collapse of Japan, the indefatigable destroyer screened transports carrying occupation troops into Tokyo Bay 6 September. The trimphant entry into Tokyo was a fitting and well-deserved climax for *John Rodgers* who had fought in almost every major offensive campaign of the Pacific war without losing a single man.

Her stay was brief, however, as she sailed for home and arrived Boston 17 October. She moved to Charleston, S.C., 3 November, decommissioned there 25 May 1946, and entered the Atlantic Reserve Fleet. Moved to Philadelphia in 1954, at present she is berthed in Texas where she remains ready to answer any future call to duty.

John Rodgers received 12 battle stars for World War II service.

John S. Darrel, see *Shabonee*

John S. McCain

John Sidney McCain was born in Teoc, Miss. 9 August 1884 and graduated from the Naval Academy in 1906. His first assignments were ships of the Asiatic Squadron. During the American occupation of Vera Cruz in the Mexican revolution he served in *San Diego,* and remained on the ship during 1918 while she performed Atlantic escort duty.

In the years between the World Wars, McCain served in many ships, including *Maryland, New Mexico,* and *Nitro.* His first command was *Sirius.* In 1936, at the age of 51, he was designated a Naval Aviator, and from 1937 to 1939 he commanded carrier *Ranger,* contributing much to the development of carrier tactics for the war to come. For the first year of World War II he served as Commander of Air Forces for Western Sea Frontier and the South Pacific Force. In October 1942 McCain became Chief of the Bureau of Aeronautics and in August 1943 rose to the rank of Vice Admiral as Deputy Chief of Naval Operations (Air).

In 1944 he returned to the Pacific Theatre to command a fast carrier task force which for over a year operated almost continuously in support of the great amphibious operations. His exceedingly skillful tactics protecting *Canberra* (CA–70) and *Houston* (CA–81) in October 1944 earned him the Navy Cross, and the daring forays of his mobile force had much to do with the eventual victory. Vice Admiral McCain died 6 September 1945, just after arriving back in the United States, and was later appointed Admiral effective that date. For his outstanding performance as an air planner and carrier task force commander he was awarded the Distinguished Service Medal

USS *John Rodgers* (DD–574) at Charleston, S.C., 29 April 1943

A-7

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U. S. S Galena off Harrison's Bar
July 4th 1862

Sir

Every thing is quiet and goes on finely – I send a sketch of the position of the Gun boats – The army is in high spirits – They are entrenching their front and by noon will be thoroughly ready for all comers —

" I feel anxious about the navigation – I fear that the enemy may occupy the bluffs which command the channel below us; this would be inconvenient at the least

" The enemy are at Haxhalls above City point – they sent up a balloon this morning – but it remained up only a few moments – The Monitor and Maratanza will make a reconnoissance this evening in that direction —

" If Capts Mc Kinstry and Jenkins are in charge of the river below this, I can bring more vessels here to guard our flanks

" At present there are eight only two up the river – four down and the Galena and Port Royal, as a reserve, to throw there force where needed — The Slipsping Stones I shall use to carry orders. —

" This is the present arrangement of the vessels – or was this morning – The Monitor and Maratanza have gone above City point on a reconnoisance —

At East end of base opposite Windmill Pt.
Arrostook
Monitor
Southfield
Curoctuck
4

Remove to move to either end of base
"
Galena
Port Royal
Slipsping Stones tug
4

At West end of base opposite Jordans Pt.
Maratanza
Yankee
2

Total 8
Tug 4

Guarding Navigation below

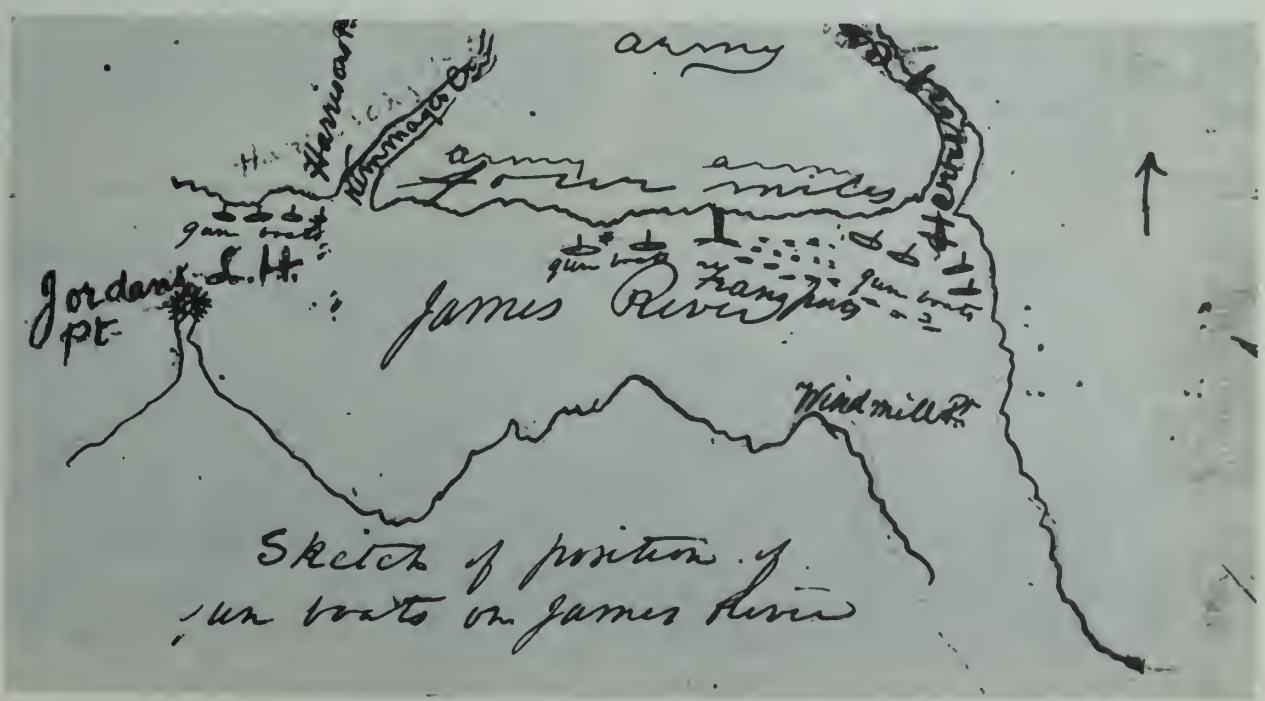
Mohawk	At Jamestown Island	up Chickahominy
Com Barney	Jacob Bell	Delaware
Dragon - tug	1	Yatabilla
Yitago		2
Morse		
5		

I have not seen the Dacotah nor the Wachusetts - These powerful vessels, will, if they remain below, allow the Mohawk and Morse to move up here -

It it will not be late I hope for the enemy to attack the army here with any chance of success - The troops are in good spirits and every one seems confident -

I have the honor to be
Very Respectfully
Your Obt. Servant -
John Rodgers
Commander

To Flag Officer
L M. Goldsborough
Comd N. A. Block Squadron



Sketch of position of gun boats on James River

with two Gold Stars, Secretary Forrestal commented: "He was a fighting man all the way through."

(DL–3: dp. 3,675; l. 493′; b. 50; dr. 13′10″; s. over 30 k; cpl. 403; a. 2 5″, 4 3″, 4 21″ tt., 1 ASROC, 1 dct.; cl. *Mitscher*)

John S. McCain (DL–3), originally designated DD–928 but reclassified in 1951, was launched by Bath Iron Works Corp., Bath, Maine, 12 July 1952; sponsored by Mrs. John S. McCain, Jr., daughter-in-law of Admiral McCain; and commissioned 12 October 1953 at Boston Naval Shipyard, Comdr. E. R. King in command.

John S. McCain spent the first year of her commissioned service undergoing sea trials and shakedown training in the Atlantic and Caribbean. One of the new *Mitscher* class of large and fast destroyer leaders, she carried the latest in armament and embodied new ideas in hull design and construction. The ship arrived Norfolk 19 May 1955 to begin service with the Operational Development Force in testing new equipment and tactics. She operated out of Norfolk until 5 November 1956, when she steamed from Hampton Roads bound for the Panama Canal and San Diego. After her arrival 4 December 1956 she spent 5 months on maneuvers in California waters.

The frigate sailed for her first Far East cruise 11 April 1957, and after a visit to Australia joined the Formosa Patrol, helping to prevent a military clash between Nationalist and Communist Chinese forces. She returned from this important duty to San Diego 29 September 1957.

John S. McCain steamed to a new homeport, Pearl Harbor, in early 1958, and took part in fleet maneuvers and antisubmarine training for the next 8 months. In early September the ship deployed to the Formosa-South China Sea area to help the 7th Fleet deter a possible Communist invasion of Quemoy and Matsu Islands. She remained in this critical region until returning to Pearl Harbor 1 March 1959, having again demonstrated the power of the 7th Fleet to defend United States and her allies.

The veteran ship made her third deployment to the Far East in the fall of 1959, departing 8 September and moving directly to the coast of troubled Laos. Here again the presence of American ships helped to stabilize the situation. During October she was off Calcutta, India, carrying antibiotics and donating food and money to flood victims. In January 1960 the versatile ship rescued the entire 41-man crew of Japanese freighter *Shinwa Maru* during a storm in the South China Sea. Returning to Pearl Harbor 25 February, she began a well-earned period of overhaul and shipboard training.

John S. McCain departed 7 March 1961 for another deployment with 7th Fleet, spending 6 months off Laos and Vietnam helping to thwart Communist designs on the strategic area. She resumed operations in Hawaiian waters after her return to Pearl Harbor 25 September 1961. With the resumption of atmospheric nuclear testing by Russia some months later, the United States went ahead with plans for her own series of Pacific tests, and *John S. McCain* steamed to Johnston Island 27 April 1962 to take part in the experiments. For the next 6 months she operated between Hawaii and Johnston Island, departing for her next cruise to the Far East 28 November 1962. There she returned to patrol duties in the South China Sea and Gulf of Tonkin, buttressing the South Vietnamese government in its fight against the Viet Cong. She also took part in Formosa Patrol in the Straits before returning to Pearl Harbor 16 June 1963. Antisubmarine warfare exercises followed, and the ship got underway again 23 March 1964 for operations with a hunter-killer group in Japanese and Philippine waters. During this cruise she took part in exercises with ships from other SEATO nations as well as units of the 7th Fleet. *John S. McCain* returned to Pearl Harbor 11 August. She operated in Hawaiian waters until the spring of 1965. She was reclassified DDG–36, 15 April and returned to the West Coast. In August the frigate returned to Pearl Harbor, and then sailed on a 6-month deployment in the western Pacific. In the fall, *John S. McCain* steamed off South Vietnam. On 24 November she shelled Viet Cong positions. Two days later she sailed to Hong Kong and ended the year in Japan preparing for further action in the cause of peace and freedom.

After further operations in the Orient early in 1966, *John S. McCain* returned to the East Coast and in June decommissioned for conversion into a guided missile destroyer, DDG–36, at the Philadelphia Naval Shipyard. Philadelphia, where she remained into 1967.

John Sealey

(StTug: t. 113; l. 88′10″; b. 20′6″; dr. 9′9″; s. 10 k.; a. 2 1-pdrs.)

John Sealey, a steam tug built in 1910 at West Lake, La., was acquired from D. M. Picton 25 April 1917; used briefly as a mine sweeper; and returned to her owner early in 1918.

John W. Crittenden

(SlvBar: dp. 726; l. 128′2″; b. 27′; dr. 10′6″; a. none)

John W. Crittenden (No. 3224) was a wooden-hulled sailing salvage barge built in 1900 by A. C. Brown, Tottenville, N.Y.; purchased 11 September 1918 from Meritt & Chapman Dredge & Wrecking Co., N.Y., for service to the 3d Naval District. She was sold to her previous owner 15 May 1919.

John W. Draper, see *Gratia* (AKS–11)

USS *John S. McCain* (DL–3) near Boston 26 January 1954

John W. Matton (YN–52), see *Tamaque* (YNT–20)

John W. Thomason

John William Thomason, Jr., was born 28 February 1893 in Huntsville, Tex. He studied art and was a writer in the editorial department of the *Houston Chronicle* at the beginning of World War I. Appointed Second Lieutenant in the Marine Corps in April 1917, he sailed to France with the AEF in 1918. When a German machine gun nest held up a Marine advance at Soissons 18 July 1918, Thomason and one of his men fearlessly advanced on the position and killed 13 of the enemy. For his heroism he received the Navy Cross and the Silver Star. He likewise became noted for his stirring self-illustrated accounts of marines in battle. Following the First World War he served at many posts of the Corps ashore and afloat and in 1941 made an extensive air survey of South and Central America, for which he received the Air Medal. He served briefly on the staff of Admiral Nimitz in the Pacific and as an instructor in amphibious technique. Promoted to Colonel 30 May 1942, he died at San Diego Naval Hospital 12 March 1944. During his entire career, John William Thomason, Jr., continued to be active as a writer and illustrator, publishing numerous books about marines and on western subjects.

(DD–760: dp. 2,200; l. 376'5"; b. 41'; dr. 15'8"; s. 34 k.; cpl. 336; a. 6 5", 16 40mm., 20 20 mm., 2 dct., 6 dcp., 5 21" tt.; cl. *Allen M. Sumner*)

John W. Thomason (DD–760) was launched by Bethlehem Steel Co., San Francisco, Calif., 30 September 1944; sponsored by Mrs. John W. Thomason, widow of Colonel Thomason; and commissioned 11 October 1945, Comdr. W. L. Tagg in command.

The new destroyer conducted shakedown training out of San Diego, followed by a series of Naval Reserve training cruises from Seattle and San Francisco. From November 1947 to December 1948 the ship carried out training maneuvers. She sailed 5 December 1948 for her first deployment to the Far East, arriving Tsingtao 1 January 1949 for operations supporting the marines ashore in China. Departing 24 May 1949, *John W. Thompson* returned via Okinawa to San Diego 23 June 1949 and spent the remainder of the year training.

The ship returned to the Far East in early 1950, arriving Yokosuka 29 January. During this critical post-war period, she operated with British ships on training maneuvers off the coast of Indochina and Korea, returning to San Diego 25 April 1950. Two months later, North Korean aggression plunged the United States and the United Nations into the Korean conflict. *John W. Thomason* sailed 30 September to join the 7th Fleet, operating in the screen of carrier task groups pounding Communist positions and supply lines. She arrived Wonsan 9 November to patrol and bombard during the campaign against that port. Antisubmarine exercises took her to Pearl Harbor January–March 1951, but *John W. Thomason* arrived off Korea again 26 March to operate with *Boxer* (CV–21) and *Princeton* (CV–37) during air strikes. Two weeks in April were spent on the important Formosa Patrol, after which she returned to the carrier task force. With battleship *New Jersey* and another destroyer, she moved close in 24 May 1951 for gun bombardment of Yang Yang. The veteran ship returned to San Diego from this deployment 2 July 1951.

John W. Thomason sailed again for Korea 4 January 1952 and resumed operations with Task Force 77 off the coast of North Korea. She fired at railway targets 21 February in the Songjin area. During this period of stalemate on land, Navy strikes made up the bulk of offensive operations. The destroyer returned to Formosa Patrol duty in April. Back at Songjin and Wonsan 26 April, the ship screened larger units, took part in shore bombardment, and patrolled offshore. She was relieved by a British destroyer 21 June and returned to San Diego 11 July 1952.

The destroyer operated off the California coast for the remainder of 1952, then sailed once more for Korea 21 February 1953. Formosa Patrol duty alternated with carrier task force operations off North Korea. *John W. Thomason* arrived Wonsan harbor 2 July; while firing at shore targets five days later, she received numerous shrapnel hits in a duel with enemy batteries. Maneuvering in the restricted waters, Commander Ratliff skillfully returned the fire until three batteries had been silenced. She continued to operate off Wonsan until the armistice 27 July, and after a brief stay in Japan arrived San Diego 22 September 1953.

In 1954, 1955, and 1956 *John W. Thomason* returned to the now-familiar waters off Korea and in the explosive Formosa Strait, serving with 7th Fleet to keep the peace and protect American interest in the strategic area. The first half of 1957 was spent in readiness exercises off San Diego. *John W. Thomason* then sailed 29 July for a cruise which took her to Pago Pago, Aukland, and Manus. Upon arrival Yokosuka 7 September 1957 she resumed operations in the Formosa Straits and antisubmarine exercises with 7th Fleet ships. The ship returned to San Diego 8 January 1958, and conducted manuevers off California and Hawaii.

In March 1959, *John W. Thomason* entered Long Beach Naval Shipyard as prototype ship for the new FRAM (Fleet Rehabilitation And Modernization) program. During this extensive repair and modernization period she received a helicopter deck and hanger aft, variable depth sonar, the latest electronic equipment, and many improvements in living and working spaces. The conversion was followed by extensive trials and local training operations. As new flagship of Destroyer Division 72, she sailed 8 March 1961 for 7th Fleet duty. She sailed to the coast of Laos 27 April to help stabilize that volatile Southwest Asian country, patrolling for 21 days in a graphic demonstration of America's determination to prevent a Communist take-over. After further operation *John W. Thomason* sailed to San Diego, arriving 18 September 1961.

Extensive conversion and installation of new sonar equipment at Long Beach occupied the ship until July 1962. In December she took part in a massive antiaircraft exercise with units of the 1st Fleet off California. She sailed again for the Far East, a part of the ready-hunter-killer group. En route, however, she took part in recovery operations for Major Cooper's Mercury Space shot as part of a task unit built around veteran carrier *Kearsarge*. During the cruise which followed, the ship perfected her antisubmarine warfare tactics and became familiar with her new equipment in operations with 7th Fleet and the Japanese Maritime Self-Defense Force. *John W. Thomason* returned to San Diego 3 December 1963.

Most of 1964 was spent in ASW exercises in the Eastern Pacific. On 23 October, she sailed with Destroyer Division 213 for redeployment exercises in Hawaii. Exactly a month later, with four other destroyers, she got under way for the western Pacific screening *Yorktown* (CVS–10), arrived Yokosuka, Japan, 4 December and joined the 7th Fleet in its unrelenting effort to preserve freedom in the Far West. In the spring she earned her first battle star for operating in the troubled waters off the coast of Indochina from 21 March to 28 April 1965.

After returning to the West Coast, she departed San Diego for the Far East 22 March 1966 and reached Danang 19 April and the same day took station a few miles south of Chu Lai. At the end of April she supported Operation "Osage," and landed north of Danang. On 13 May she sailed for Sasebo and upkeep. Back in the war zone 6 June, she provided gunfire support and supported Operation "Deckhouse I" from 17 to 23 June. That day she retired toward Hong Kong. The destroyer returned to gunfire support duties off South Vietnam 16 August. From the 18th to the 23d she supported the amphibious Ready Group and Special Landing Force in Operation "Deckhouse III." After visiting Guam and Japan, *John W. Thomason* headed home 9 September, reached San Diego on the 24th and operated off the West Coast until the

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end of the year and into 1967 preparing for further action in the defense of freedom.

John W. Thomason received seven battle stars for Korean service and three for Vietnam service.

John W. Weeks

John Wingate Weeks, born near Lancaster, N.H., 11 April 1860, was appointed to the Naval Academy 27 June 1877 and graduated 10 June 1881. After serving on *Powhatan* and *Richmond*, he returned to civilian life 30 June 1883 and distinguished himself as a civil engineer, financier, and political leader. From 1890 to 1900 he served in the Massachusetts Naval Brigade.

When War with Spain broke out, Weeks returned to the Navy as a Lieutenant, 23 April 1898. He was attached to *Minnesota* and served as Assistant to the Chief of Auxiliary Naval Force. After the end of the war, Weeks was discharged 28 October 1898. He was placed on the Massachusetts Volunteer Militia retired list as Rear Admiral 10 April 1900.

In 1904 Weeks was elected to the U.S. House of Representatives where he served until entering the Senate in 1913. In the 1916 Convertion of the Republican Party Weeks received 105 votes for the presidential nomination. He became Secretary of War 4 March 1921 and held that post until illness forced him to resign 13 October 1925. He died at Lancaster, N.H., 12 July 1926.

(DD–701 : dp. 2,200; l. 376′6″; b. 40′; dr. 15′8″; s. 34 k.; cpl. 336; a. 6 5″, 12 40mm., 11 20mm., 2 dct., 6 dcp., 10 21″ tt.; cl. *Allen M. Sumner*)

John W. Weeks (DD–701) was laid down 17 January 1944 by Federal Ship Building & Dry Dock Co., Kearny, N.J.; launched 21 May 1944; sponsored by Mrs. John W. Davidge, daughter of Secretary Weeks; and commissioned 21 July 1944, Comdr. Robert A. Theobald. Jr., in command.

After shakedown out of Bermuda and tests en route to Argentina. Newfoundland. the new destrover departed New York 10 November 1944 escorting battleships *Missouri* (BB–63), *Texas* (BB–35), and *Arkansas* (BB–33) and escort carriers *Shamrock Bay* (CVE–84) and *Wake Island* (CVE–65) to the Pacific. She transited the Panama Canal and touched San Francisco, Pearl Harbor, and Eniwetok before joining the 3d fleet at Ulithi 27 December.

Early in January 1945, *John W. Weeks* sortied from that busy lagoon with Vice Admiral John S. McCain Fast Carrier Task Force TF 38 and headed toward the Philippines in the screen of Rear Admiral Gerald F. Bogan's task group. Meanwhile, the mighty Luzon Attack Force assembled in Leyte Gulf on New Year's Day, passed through Surigao Strait, and set course for Lingayen Gulf. On the 9th, as General MacArthur's troops stormed ashore on the beaches at Lingayen, planes from McCain's carriers hit Japanese airstrips on Formosa and the Pescadores to neutralize air opposition to the Luzon invasion. That night McCain's ships slipped through Luzon Strait into the South China Sea where they could be on call to support the Allied beachheads while striking strategic enemy positions along the southeastern coast of Asia and searching for the Imperial Fleet. In the next 10 days they lashed out at Hong Kong, Hainan, and the Indochinese coast causing much damage ashore and sinking 44 ships totaling 132,700 tons. At the end of this sweep into enemy waters Admiral Halsey reported, "the outer defenses of the Japanese Empire no longer include Burma and the Netherlands East Indies; those countries are now isolated outposts, and their products are no longer available to the Japanese war machine . . ." *John W. Weeks*, proud of her role in this daring incursion into the South China Sea, returned with her carriers to Ulithi on the 28th.

The destroyer again sailed with the carriers 11 February, and conducted strikes on Tokyo 16 and 17 February in preinvasion support of the Allied attack on Iwo Jima. After inflicting considerable damage to Japanese air power, *John W. Weeks* steamed toward Iwo Jima to give direct support to marines fighting for the island. Later that month the carriers renewed their attacks on the enemy's home islands. Heavy raids during March continued to cripple the enemy's power and the destroyer received credit for two assists as five enemy planes were splashed while attempting a raid on the Task Force.

When D-day for the Okinawa invasion neared, *John W. Weeks* in company with other units shelled the shores in preinvasion bombardment. The assault forces landed in 1 April and the destroyer stood by to offer support. On 7 April a Japanese surface force was located, and strikes were launched to intercept the enemy, resulting in the sinking of the battleship *Yamato*. During these operations the carrier *Hancock* (CV–19) was hit by a kamikaze and the destroyer rescued 23 survivors in a heroic rescue mission.

For the remainder of the war, *John W. Weeks* participated in the final assault on the Empire Islands, engaging in radar picket duty, shore bombardment, rescue missions and the antishipping sweep off Tokyo Bay. Following the cessation of hostilities, she steamed into Tokyo Bay 8 September to begin escort operations with the occupation forces. She continued escort duty until 30 December when she sailed for home, arriving San Francisco 20 January 1946. The destroyer arrived Norfolk 19 February and following repairs she was inactivated 26 April.

One year later, 17 May 1947, she sailed once again and commenced Naval Reserve training cruises until mid 1949. On 6 September of that year she sailed for Europe returning 8 February 1950. *John W. Weeks* decommissioned 31 May 1950.

When the North Korean Communists invaded South Korea, President Truman ordered American forces into action to take up the challenge. *John W. Weeks* recommissioned 24 October 1950 and commenced training cruises in the Atlantic and Caribbean. During her European Cruise January 1952, she participated in the attempt to save ill-fated *Flying Enterprise* which foundered and sank in a 90-mile gale 10 January 1952. The destroyer returned to Norfolk 6 February to engage in coastal operations and a midshipmen European cruise.

John W. Weeks sailed on an around the world cruise 3 November 1953, and while in the Far East she operated with units of the 7th Fleet off the coast of Korea. She completed the cruise when she returned via the Mediterranean arriving Norfolk 4 June 1954. From 1954 to 1963 the destroyer operated with the Atlantic Fleet and during this period made five Mediterranean cruises and two NATO exercises.

John W. Weeks was operating with the 6th Fleet during 1956 when a crisis erupted in the Mid East over the Suez Canal. The destroyer remained on patrol—a concrete symbol of American interest in a peaceful outcome. One year later on another Near Eastern deployment, *John W. Weeks* and other units stood by to prevent subversion of Jordan. The Mediterranean cruise of 1958 included patrol duty and exercises with navies of Bagdad-Pact countries. The destroyer was also active in U.S. waters, busy with midshipmen at-sea training and antisubmarine exercises. During 1959 she participated in Operation "Inland Seas" during the opening of the St. Lawrence Seaway. *John W. Weeks* was the first Navy destroyer to enter each of the Great Lakes. During this cruise she escorted HMY *Britannia*, with the Queen of England aboard, from Chicago to Sault Ste. Marie, Mich.

On 9 March 1960, the destroyer, in company with *Ault* (DD–698), transited the Bosporus; and the two became the first U.S. warships to enter the Black Sea since 1945. On the same cruise she rendezvoused with *Triton* at the end of the nuclear-powered submarine's cruise round the world.

After returning to Norfolk, the destroyer visited the Caribbean and the New England Coast on midshipman training at sea. In the fall she deployed to the Mediterranean and returned to Norfolk 3 March 1962. Midshipman training in the summer and exercise out of Norfolk kept the ship in fighting trim and ready for action.

In October the presence of Soviet offensive missiles in Cuba prompted President Kennedy to order a quaran-

tine of the island. *John W. Weeks* escorted replenishment ships to the quarantine area. When this display of national strength and determination forced the Kremlin to withdraw the missiles, *John W. Weeks* returned via San Juan, P.R., to Norfolk.

Early in 1963, while preparing for another Mediterranean deployment from February to April, the destroyer received the Battle Efficiency "E" for outstanding service. She headed for the Mediterranean 29 November. The end of the year found her patrolling off troubled Cyprus, standing by ready to evacuate, if necessary, Americans from that strife-torn island. On New Year's Day en route to the Red Sea to join that U.S. Middle East Force, she was the first ship to transit the Suez Canal during 1964. She visited Jidda, Saudi Arabia; Berbera, Somali Republic, Aden, Aden Protectorate; Djibouti, French Somaliland; Massawa, Ethiopia; and Karachi, Pakistan. She headed west from Karachi 6 February; refueled at Aden; then turned south for patrol along the Zanzibar coast during the revolution there, and off Kenya and Tanganyika during unrest in those countries. She departed Mombasa, Kenya, 24 February and transited the Suez Canal 6 March. After patrolling the Mediterranean, *John W. Weeks* departed Pollenca Bay, Majorca, for home 12 May and reached Norfolk on the 23d.

After overhaul in Norfolk Naval Shipyard, the destroyer departed Hampton Roads 9 November for Guantanamo Bay and refresher training. She returned to Norfolk early in January 1965 to prepare for another Mediteranean cruise. She got underway 18 February and arrived Valencia, Spain, 5 March. She stopped at Naples for a fortnight en route to the Suez Canal and 2 months of duty in the Red Sea. Back in the Mediteranean 2 June, the destroyer headed for home 30 June and returned to Norfolk 12 July.

Late in the summer, the destroyer was on the Gemini 5 recovery team. For the remainder of the year, she operated out of Norfolk in the Caribbean and along the Atlantic Coast. She continued ASW exercises in the Caribbean until returning to Norfolk 3 February 1966. After serving as sonar school ship at Key West during March and April, the veteran destroyer departed Norfolk 16 May for European waters.

Steaming with DesRon 2, *John W. Weeks* during the next 3 months cruised the western coast of Europe from Norway to France. She took part in ASW exercises, and during Operation "Straight Laced," a simulated invasion of the Norwegian coast, she operated with British and West German ships. While carrying out ASW duty during this exercise, she made the only simulated submarine kill in the operation 19 August. Departing Londonderry, Northern Ireland, 24 August, she returned to Norfolk 2 September. During the remainder of the year she served as school ship at Key West and joined in ASW exercises along the Atlantic Coast and in the Caribbean.

John W. Weeks continued this duty until early in July 1967 when she departed Norfolk for deployment in the South Atlantic and Indian Oceans. Steaming via San Juan, Puerto Rico, and Recife, Brazil, she touched at African ports on the east and west coasts of that continent and ranged Africa from the Gulf of Guinea to the Red Sea while cruising in the interest of peace and freedom.

John W. Weeks received four battle stars for World War II service.

John W. Weeks, see *Dupage* (APB–51)

John White, see *Menkar* (AK–123)

John Whiteaker, see *Situla* (AK–140)

John Willis

John Harlan Willis was born 10 June 1921 in Columbia, Tenn. Upon graduation from high school in 1940 he entered the Navy and received training as a hospital corpsman. He served at naval hospitals at Paris Island, S.C., Jacksonville, Fla., and Norfolk, Va. In 1943 he joined the Field Medical School Battalion and the following year reported for duty at the Fleet Marine Force, Oceanside, Calif. In December 1944 he departed with the invasion force bound for Iwo Jima as Platoon Corpsman for the 3d Battalion, 27th Regiment, 5th Marine Division. While administering first aid to wounded Marines, engaged in "furious close-in fighting" at Hill 362 on 28 February 1945, Willis was struck by shrapnel and ordered to retire to a battle aid station. Returning shortly to his company, he advanced to the "extreme front lines under mortar and sniper fire" during a "savage hand-to-hand enemy counterattack." While administering blood plasma to a wounded Marine, Willis hurled back at the enemy eight grenades which landed near his patient. The ninth one exploded in his hand and killed him instantly. "By his great personal valor in saving others at the sacrifice of his own life, he inspired his companions, although terrifically outnumbered, to launch a fiercely determined attack and repulse the enemy force." "For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty," Pharmacist's Mate First Class John Harlan Willis was awarded the Medal of Honor posthumously.

(DE–1027: dp. 1,270; l. 314'6"; b. 36'9"; dr. 9'1"; s. 25 k.; cpl. 170; a. 6 3", 1 dct., 6 dcp., 1 ASW rkt.; cl. *Dealey*)

John Willis (DE–1027) was launched by the New York Shipbuilding Co. of Camden, N.J., 4 February 1956; sponsored by Mrs. Winfrey M. Duke, widow of John Willis; and commissioned at Philadelphia Naval Yard 21 February 1957, Lt. Comdr. H. O. Anson, Jr., in command.

John Willis reported to Newport, R.I., 7 April for duty with the Atlantic Fleet. Following 2 months of shakedown along the Atlantic coast and in the Caribbean, she departed Guantanamo Bay, Cuba, 7 June for a 5-week cruise to Northern Europe that carried her to Dutch, German, and Danish ports on the North and Baltic Seas. Upon her return to Newport 14 July, she commenced 10 months of ASW exercises along the Atlantic coast in preparation for deployment with the 6th Fleet in the Mediterranean.

She steamed from Newport 12 May 1958 for the Mediterranean; and following her arrival at Gibraltar 21 May, she sailed with units of the 6th Fleet to participate in joint NATO antisubmarine exercises in the Eastern Mediterranean. The pro-Western government of Iraq fell to Arab nationalists 14 July, and on the 15th President Chamoun of Lebanon requested U.S. aid to thwart the possible overthrow of his government. In response President Eisenhower dispatched the 6th Fleet to Lebanon and ordered Marines to land at Beirut to protect "Lebanon's territorial integrity and independence." *John Willis* joined the Lebanon Patrol 18 July and for the next 2 months remained on intermittent patrol. As the Middle East crisis eased in September, *John Willis* departed the Eastern Mediterranean 14 September and sailed for the United States, putting into Newport 7 October.

On 29 November she entered the New York Shipyard to receive an experimental model of the Variable Depth Sonar (VDS) and thus became the first of the destroyer escorts to employ this latest development in ASW equipment. Resuming her operations 4 February 1959, she spent the remainder of 1959 and the early part of 1960 testing and evaluating the new equipment and conducting ASW exercises along the Atlantic coast from Newfoundland to Key West. Following a demonstration of the VDS for the Second Inter-American Naval Conference at Key West in late May, *John Willis* joined the Atlantic Fleet for 4 months of American and NATO Operations "Sea Spray" and "Sword Thrust," in the North Atlantic. She retired

to Plymouth, England, 2 October but on the 10th rejoined the NATO forces for Exercise "Pipe Down."

John Willis returned to Newport 20 October and resumed coastal operations. On 8 May 1961 she sailed to Guantanamo Bay for patrol duty along the Windward Passage of the Caribbean. Following the assassination of Dominican Dictator Trujillo 27 May, she conducted patrols along the coast of the Dominican Republic. She departed the Caribbean 25 June and sailed via Key West for homeport. She returned to the Caribbean 2 December after participating in the recovery of the Project Mercury MA–5 spacecraft, which on 29 November twice orbited the earth with a chimpanzee, Enos, on board.

In response to a request for aid by President Balaguer, who feared that supporters of slain Dictator Trujillo would topple the democratic government in the Dominican Republic, President Kennedy ordered units of the Atlantic Fleet into the area to illustrate America's support for the established government. *John Willis* sailed to the Dominican Republic 2 December and commenced 7 days of patrol duty after which she returned to Newport to prepare for another cruise to Northern Europe.

She sailed for Portsmouth, England, 8 January 1962 and reached the English coast 19 January. While sailing the North Sea on the 23d enroute to Horton, Norway, she assisted units of the British Navy during search and rescue operations for stricken Norwegian ship, *Eystein*. *John Willis* put into Horton 24 January and for 3 weeks sailed to several Norwegian ports while officers and engineers of the Norwegian Navy studied the construction details and operational characteristics of this *Dealcy* class DE, which had been selected as the prototype for five new Norwegian warships. Upon completion of her Norwegian cruise, she sailed 15 February for the United States and arrived Newport 3 March.

John Willis resumed ASW and convoy escort exercises out of Newport and during August received additional ASW equipment. Following 4 months of extensive overhaul, she steamed to the Caribbean 1 March 1963 for an operational readiness inspection. After returning to Newport 8 April, she commenced operations 15 April with a NATO force of 30 ships, engaged in ASW Exercise, "New Broom Eleven," in the North Atlantic. After her return to Newport 25 April, she began 6 months of intermittent training in preparation for an Atlantic Fleet amphibious Exercise, "Phibaswex," scheduled for December. During this training period she conducted convoy escort and ASW maneuvers from Narragansett Bay to Guantanamo Bay; she attended the ASW Tactical School at Norfolk; and she served as a training ship at the Fleet Sonar School at Key West. While engaging in maneuvers designed to detect and destroy nuclear submarines, *John Willis* provided search and rescue assistance 23 September for a MATS plane, which was lost in the North Atlantic on a flight from Dover, Del., to the Azores.

John Willis steamed from Newport 2 December with Escort Squadron 10 and joined Task Force 180 for amphibious exercise at Vieques in the West Indies. During this exercise she conducted barrier patrols and practiced the latest ASW techniques against nuclear and conventional submarines. On the 17th she was released from the completed exercise and she returned to Newport.

For the next 3 years *John Willis* continued to operate along the Atlantic Coast and in the Caribbean while taking part in squadron exercises and serving as school ship at Key West. During the latter half of 1964 and 1965 she participated in UNITAS V and UNITAS VI and made two cruises along the coasts of South America as part of the U.S. sponsored "People-to-People" Program. Between January and June 1966 she underwent extensive overhaul at Boston where she received DASH capabilities and communications alterations; thence she resumed refresher and readiness training out of Newport. Assigned to Escort Squadron 8, she deployed to European water 29 May 1967. After arriving off the Norwegian coast early in June, she operated along the coast of Western Europe during the next month before sailing to join the ever ready and powerful ships of the 6th Fleet in the Mediterranean.

Johnnie Hutchins

Johnnie David Hutchins was born in Weimer, Tex., 4 August 1922 and enlisted in the Naval Reserve at Houston 17 November 1942. He underwent landing craft training and in April 1943 was assigned to *LST–473*. During the assaut on Lae, New Guinea, 4 September 1943, the LST's were under heavy air attack. As the ship approached the beach, a torpedo was spotted heading directly for it. Just then a bomb struck the pilot house, disloging the helmsman before he had a chance to turn away. In the words of his posthumous citation: ". . . Hutchins, although mortally wounded by the shattering explosion, quickly grasped the wheel and exhausted the last of his strength in maneuvering the vessel clear of the advancing torpedo. Still clinging to the helm, he eventually succumbed to his injuries, his final thoughts concerned only with the safety of his ship . . . ." For his extraordinary gallantry Seaman First Class Hutchins was posthumously awarded the Medal of Honor.

(DE–360: dp. 1,350; l. 306'; b. 36'8"; dr. 9'5"; s. 24 k.; cpl. 186; a. 2 5", 4 40mm., 10 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21" tt.; cl. *John C. Butler*)

Johnnie Hutchins (DE–360) was laid down 6 March 1944 by Consolidated Steel Corp., Ltd., Orange, Tex.; launched 2 May 1944; sponsored by Mrs. Johnnie M. Hutchins, mother of Seaman First Class Hutchins; and commissioned 28 August 1944, Comdr. H. M. Godsey in command.

The new escort vessel sailed for shakedown training out of Bermuda 11 September 1944, and 5 days later encountered the survivors of destroyer *Warrington*, sunk in a hurricane off the East Coast. *Johnnie Hutchins* rescued 34 officers and men and, after transporting them to Norfolk, continued to Bermuda. The ship completed exhaustive shakedown exercises and arrived Boston 25 October 1944 for brief coastal convoy duties between that port and Norfolk.

Johnnie Hutchins got underway for the Pacific 30 November from Norfolk, steaming by way of the Panama Canal, Bora Bora, and Manus, and arriving Hollandia 21 January 1945. Five days later she steamed from Humboldt Bay to Leyte on her first Pacific escort assignment, arriving Leyte Gulf 31 January. During the months that followed the ship acted as an escort for resupply and reinforcement convoys from advance bases to Lingayen and Leyte, thus contributing importantly to the imminent defeat of Japan.

The destroyer escort arrived Subic Bay, Philippines, 22 May 1945 to join a hunter-killer group. In June and July she trained with American and British submarines and carried out antisubmarine searches in preparation for the eventual invasion of Japan. While operating with a task group in the shipping lanes between Luzon and Okinawa 9 August 1945, *Johnnie Hutchins* encountered a surfaced midget submarine, and was taken under fire. As the ship's accurate gunnery succeeded in sinking the Japanese sub, another fired a torpedo at her. Captain Godsey skillfully avoided the "fish" and with a well-placed series of depth charges sank the second submarine. A third was probably damaged by depth charges the same day.

After the end of the war against Japan, *Johnnie Hutchins* spent 2 months escorting ships through swept channels and acting as air-sea rescue ship off Okinawa. She also steamed off Japan and Korea during the occupation. In early October the ship arrived Shanghai for duty with U.S. Marines attempting to stabilize the turbulent Chinese situation. She escorted vessels to and from various occupied ports until 22 November 1945 when she weighed anchor in the Yangtze River and headed eastward to Pearl Harbor. *Johnnie Hutchins* arrived San Pedro 15 December 1945.

Following decommissioning at San Diego 14 May 1946, *Johnnie Hutchins* made two month-long Naval Reserve training cruises to the Hawaiian Islands, one in the summer of 1948 and one in 1949. In early 1950 the ship

steamed through the Panama Canal to Boston, where she was assigned permanent duty as Naval Reserve Training Ship for the 1st Naval District. *Johnnie Hutchins* was placed in commission "in reserve" 23 June 1950, and in commission 22 November 1950, Lt. Comdr. B. H. Patek in command. With a skeleton crew supplemented by Naval Reservists, the destroyer escort made regular training cruises during the next few years, visiting Montreal, Quebec, and many Caribbean ports. With a task group of other training ships she made a voyage to Europe in June–July 1955. *Johnnie Hutchins* continued her vital task of keeping at a high level the skills and readiness of our reserve officers and men until decommissioning 25 February 1958 at Bayonne, N.J. She entered the Atlantic Reserve Fleet and at present is berthed at Philadelphia.

Johnnie Hutchins received the Navy Unit Commendation for her battle with midget submarines 9 August 1945.

Johnson, Catherine, see *Catherine Johnson* (SP–390)

Johnson, Earl V., see *Earl V. Johnson* (DE–702)

Johnson, George A., see *George A. Johnson* (DE–583)

Johnson, Pvt. Eldon H., see *Pvt. Eldon H. Johnson* (AP–184)

Johnson County

Counties in Arkansas, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Missouri, Nebraska, Tennessee, Texas, and Wyoming.

(LST–849: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–849 was laid down by the American Bridge Co., Ambridge, Pa., 10 November 1944; launched 20 December; sponsored by Mrs. William B. Hetzel; and commissioned at New Orleans 25 January 1945, Lt. Emil C. Hetzel in command.

Following shakedown off Florida. *LST–849* loaded construction material and departed New Orleans for the Pacific 2 March. After stops at the Canal Zone, Pearl Harbor, and Eniwetok, the landing ship reached Guam 6 May. There she unloaded her cargo before sailing to Saipan 17 May to prepare to support operations at Okinawa.

Joining a convoy of LST's, she proceeded to that strategic island which lay at the gateway to the Japanese homeland. Arriving 26 May, she engaged the enemy 3 days later when a "Nate" was sighted off starboard. As the Japanese plane went into her dive, *LST–849* opened fire, splashing the raider before he found his mark. Despite other air attacks, she remained at Okinawa, discharging cargo and shuttling supplies until the island was secured.

For the duration of the war, *LST–849* supported fleet operations between Okinawa and the Philippines. After Japan agreed to Allied peace terms, the battle-tested landing ship was assigned to transport occupation forces in the Far East. Sailing from the Philippines and Okinawa during September and October 1945, she shuttled cargo and troops to the Yokohama-Tokyo area.

LST–489 departed Tokyo 28 October; embarked U.S.-bound veterans at Guam; and on 7 November was en route to Pearl Harbor. After discharging her troops in Hawaii, she arrived San Diego 15 December. In mid-January 1946 she steamed to Astoria, Oreg.; decommissioned at Vancouver, Wash., 13 June; and entered the Pacific Reserve Fleet. While berthed in the Columbia River, she was named *Johnson County* 1 July 1955. She was transferred to Korea in January 1959, and serves the Korean navy as *Wi Bong* (LST–812).

LST–849 received one battle star for World War II service.

Johnston

John Vincent Johnston of Cincinnati, Ohio, entered the Navy in September 1861 as First Master in gunboat *St. Louis.* He assisted in the Union gunboat attacks that captured strategic Fort Henry on the Tennessee River 6 February 1862. The night of 1 April 1862 he was the Navy commander of a combined Army-Navy boat expedition from *St. Louis* which landed and spiked the guns of Fort No. 1 above the Confederate stronghold, Island No. 10. He was promoted to Acting Volunteer Lieutenant for gallantry in this expedition. After joining in the bombardments of Vicksburg, he took command of *Forrest Rose* to patrol the Mississippi and its tributaries. On 15 February 1864 his gunboat repelled the attack of confederate raiders, saving the town of Waterproof, La., and its federal garrison. Lt. Johnston resigned from the naval service 23 June 1864 and died 23 April 1912 at St. Louis, Mo.

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(DD–557: dp. 2,700 n.; l. 376′6″; b. 39′8″; dr. 17′9″; s. 35 k.; cpl. 273; a. 5.5″, 10 40mm. 7 20mm., 10 21″ tt; 6 dcp., 2 dct.; cl *Fletcher*)

The first *Johnston* (DD–557) was laid down 6 May 1942 by the Seattle Tacoma Shipbuilding Co., Seattle, Wash.; launched 25 March 1943; sponsored by Mrs. Marie S. Klinger, great-niece of Lt. John Johnston; and commissioned 27 October 1943, Comdr. Ernest E. Evans in command.

The day *Johnston* commissioned, Comdr. Evans made a speech to the crew: "This is going to be a fighting ship. I intend to go in harm's way, and anyone who doesn't want to go along had better get off right now." During the Marshall Islands campaign 3 months later, *Johnston* bombarded the beaches at Kwajalein 1 February 1944, and made a 5-day bombardment of Eniwetok 17 to 22 February. She gave direct support to invasion troops there, destroying several pillboxes and taking revetments along the beach under fire. En route to patrol duty in the Solomons 28 March 1944, she bombarded Kapingamarangi Atoll in the Carolines. An observation tower, several blockhouses, pillboxes and dugouts along the beach were shelled. Two days later she came into the mouth of the Mariria River, southeast of Empress Augusta Bay, Bougainville, Solomon Islands. After laying a heavy barrage into that area, she took up antisubmarine patrol off Bougainville. During this duty 15 May 1944, she depth charged and sank Japanese submarine *I–176.*

After 3 months of patrol in the Solomons, *Johnston* sailed to the Marshalls to prepare for the invasion and capture of Guam in the Marianas. On 21 July 1944 she teamed up with that Pearl Harbor "ghost", *Pennsylvania* (BB–38), to bombard Guam. The destroyer had sent in more than 4,000 rounds of shells by 29 July. Her accurate gunfire shattered the enemy 4-inch battery installations, numerous pillboxes and buildings *Johnston* next helped protect escort aircraft carriers providing air support for the invasion and capture of the Palau Islands.

Now the time had come for General MacArthur's long awaited return to the Philippines. Following replenishment at Seeadler Harbor, Manus, Admiralty Islands, she sailed 12 October 1944 to help protect the escort carriers maintaining air supremacy over eastern Leyte and the Gulf, sweeping the enemy off local airfields, giving troops direct support on the landing beaches from 20 October, and even destroying vehicle transport and supply convoys on the roads of Leyte itself. *Johnston* was operating with "Taffy 3" (Escort Carrier Task Unit 77.4.3) comprising Rear Admiral Clifton A. F. Sprague's flagship *Fanshaw Bay* (CVE–70), five other escort carriers, three destroyers including herself, and four destroyer-escorts. "Taffy 3"

was one of the three units of Rear Admiral Thomas L. Sprague's Escort Carrier Task Group 77.4 known by their voice calls as "Taffy 1," "Taffy 2," and "Taffy 3."

The morning of 23 October 1944 American submarines detected and attacked units of the Japanese fleet coming in from the South China Sea toward the precarious Leyte Beachhead. The battleship-cruiser-destroyer Southern Force was decimated as it attempted to enter Leyte Gulf via Surigao Strait the night of 24–25 October 1944. The more powerful battleship-cruiser-destroyer Center Force had been pounded by Admiral Halsey's attack carrier planes and presumably turned back from San Bernardino Straits. Admiral Halsey then raced north with his attack carriers and heavy battleships to engage a Japanese carrier-battleship task force off Cape Engano. This left *Johnston* and her small escort carrier task unit lonely sentinels in north Leyte Gulf, east of Samar and off San Bernadino Strait.

As enemy ships fled the Battle of Surigao Strait at daybreak of 25 October 1944, the powerful Japanese Center Force slipped through San Bernadino Strait and into Leyte Gulf. It steamed along the coast of Samar directly for *Johnston*'s little task unit and the American invasion beachhead at Leyte, hoping to destroy amphibious shipping and American troops on shore.

One of the pilots flying patrol after dawn alert of 25 October 1944 reported the approach of Japanese Center Force. Steaming straight for "Taffy 3" were 4 battleships, 7 cruisers, and at least 12 destroyers. *Johnston*'s gunnery officer later reported "We felt like little David without a slingshot." In less than a minute *Johnston* was zigzagging between the six little escort carriers and the Japanese fleet and putting out a smoke screen over a 2,500-yard front to conceal the carriers from the enemy gunners: "Even as we began laying smoke, the Japanese started lobbing shells at us and the *Johnston* had to zigzag between the splashes. . . . We were the first destroyer to make smoke, the first to start firing, the first to launch a torpedo attack . . . ."

For the first 20 minutes, *Johnston* was helpless as the enemy cruisers and battleships had her in range. But the destroyer's 5-inch guns could not yet reach them. She charged onward to close the enemy—first a line of seven destroyers; next, one light and three heavy cruisers, then the four battleships. To the east appeared three other cruisers and several destroyers.

As soon as range closed, *Johnston* opened her 5-inch battery on the nearest cruiser, scoring damaging hits. About this time an 8-inch shell landed right off her bow, its red dye splashing the face of *Johnston*'s gunnery officer, Lt. Robert C. Hagen. He mopped the dye from his eyes while remarking: "Looks like somebody's mad at us!" In 5 furious minutes *Johnston* pumped 200 rounds at the enemy, then Comdr. Evans ordered, "Fire torpedoes!" The destroyer got off 10 torpedoes then whipped around to retire behind a heavy smoke screen. When she came out of the smoke a minute later, Japanese cruiser *Kumano* could be seen burning furiously from torpedo hits. *Kumano* later sank. But *Johnston* took three 14-inch shell hits from a battleship followed closely by three 6-inch shells from a light cruiser: "It was like a puppy being smacked by a truck. The hits resulted in the loss of all power to the steering engine, all power to the three 5-inch guns in the after part of the ship, and rendered our gyro compass useless." Through "sheer providence" a rainstorm came up; and *Johnston* "ducked into it" for a few minutes of rapid repairs and salvage work.

At 7:50 a.m., Admiral Sprague ordered destroyers to make a torpedo attack. But *Johnston* had already expended torpedoes. With one engine, she couldn't keep up with the others: "But that wasn't Comdr. Evans' way of fighting: 'We'll go in with the destroyers and provide fire support,' he boomed." *Johnston* went in, dodging salvos and blasting back. As she charged out of blinding smoke, pointed straight at the bridge of gallant *Heerman* (DD–532), "All engines back full!" bellowed Comdr. Evans. That meant one engine for *Johnston* who could hardly do more than slow down. But *Heerman*'s two engines backed her barely out of the collision course—*Johnston* missed her by less than 10 feet. Now there was so much smoke that Evans ordered no firing unless the gunnery officer could see the ship. "At 8:20, there suddenly appeared out of the smoke a 30,000-ton *Kongo*-class battleship, only 7,000 yards off our port beam. I took one look at the unmistakable pagoda mast, muttered, 'I sure as hell can see that!" and opened fire. In 40 seconds we got off 30 rounds, at least 15 of which hit the pagoda superstructure. . . . The BB belched a few 14-inchers at us, but, thank God, registered only clean misses."

Johnston soon observed *Gambier Bay* (CVE–73) under fire from a cruiser: "Comdr. Evans then gave me the most courageous order I've ever heard: 'Commence firing on that cruiser, draw her fire on us and away from *Gambier Bay*'." *Johnston* scored four hits in a deliberate slugging match with a heavy cruiser, then broke off the futile battle as the Japanese destroyer squadron was seen closing rapidly on the American escort carriers. *Johnston* outfought the entire Japanese destroyer squadron, concentrating on the lead ship until the enemy quit cold, then concentrated on the second destroyer until the remaining enemy units broke off to get out of effective gun range before launching torpedoes, all of which went wild.

Johnston took a hit which knocked out one forward gun, damaged another, and her bridge was rendered untenable by fires and explosions resulting from a hit in her 40mm. ready ammunition locker. Evans shifted his command to *Johnston*'s fantail, yelling orders through an open hatch to men turning her rudder by hand. At one of her batteries a Texan kept calling "More shells! More shells!" Still the destroyer battled desperately to keep the Japanese destroyers and cruisers from reaching the five surviving American carriers: "We were now in a position where all the gallantry and guts in the world couldn't save us, but we figured that help for the carrier must be on the way, and every minute's delay might count. . . . By 9:30 we were going dead in the water; even the Japanese couldn't miss us. They made a sort of running semicircle around our ship, shooting at us like a bunch of Indians attacking a prairie schooner. Our lone engine and fire room was knocked out; we lost all power, and even the indomitable skipper knew we were finished. At 9:45 he gave the saddest order a captain can give: 'Abandon Ship.' . . . At 10:10 *Johnston* rolled over and began to sink. A Japanese destroyer came up to 1,000 yards and pumped a final shot into her to make sure she went down. A survivor saw the Japanese captain salute her as she went down. That was the end of *Johnston*."

From *Johnston*'s complement of 327, only 141 were saved. Of 186 lost, about 50 were killed by enemy action, 45 died on rafts from battle injuries; and 92, including Comdr. Evans, were alive in the water after *Johnston* sank, but were never heard from again.

Hoel (DD–533) and *Samuel B. Roberts* (DE–113) also sacrificed themselves to save the escort carriers and to protect the landings at Leyte. Two of four Japanese heavy cruisers were sunk by combined surface and air attacks; and Rear Admiral Clifton A. F. Sprague was soon amazed by the sight of the retirement of Kurita's entire fleet. By this time planes of "Taffy 2" and Taffy 1" and every available unit of the Fleet were headed to assisting the fighting "Taffy 3." But *Johnston* and her little escort carrier task unit had stopped Admiral Kurita's powerful Center Force in the Battle off Samar, inflicting a greater loss than they suffered.

Johnston's supreme courage and daring in the Battle off Samar won her the Presidential Unit Citation as a unit of "Taffy 3" (Task Unit 77.4.3). Comdr. Ernest E. Evans was posthumously awarded the Congressional Medal of Honor: "The skipper was a fighting man from the soles of his broad feet to the ends of his straight black hair. He was an Oklahoman and proud of the Indian blood he had in him. We called him—though not to his face—the Chief. The *Johnston* was a fighting ship, but he was the heart and soul of her."

In addition to the Presidential Unit Citation, *Johnston* received six battle stars for service in World War II.

(DD–821: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 35 k.; cpl. 367; a. 6 5", 12 40mm., 8 20 mm., 5 21" tt., 6 dcp., 2 dct; cl. *Gearing*)

The second *Johnston* (DD–821) was laid down 26 March 1945 by Consolidated Steel Corp., Orange, Tex.; launched 10 October 1945; sponsored by Mrs. Marie S. Klinger; grandniece of Lt. J. V. Johnston; and commissioned 23 August 1946, Comdr. E. C. Long in command.

After shakedown in the Caribbean, *Johnston* reported to Newport, R.I., 16 May 1947 for duty with the Atlantic Fleet. Operating out of Newport, her home port, she sailed 9 February 1948 for Northern Europe where she visited ports in Great Britain, France, and Scandinavia before returning to Newport 26 June. For 14 months she operated along the Atlantic coast, then sailed 23 August 1949 for the Mediterranean. From then until 4 October 1961 she deployed with the mightly 6th Fleet on eight occasions and supported peace-keeping efforts in the Middle East.

While on her first Mediterranean deployment, she helped to stabilize the Adriatic Sea during the Trieste crisis; and she patrolled the coast of Greece to bolster her freedom and national security against threatened Communist domination. *Johnston* returned to Newport 26 January 1950. She operated out of Newport from Canada to the Caribbean until 4 June 1951 when she departed with Midshipman at sea training off Northern Europe. Following her return to Newport 28 July, she cleared the East Coast for the Mediterranean 3 September and joined the 6th Fleet in operations that carried her from French Morocco to Turkey; she then returned to home port 4 February 1952.

Johnston departed Newport 7 January 1953 for NATO operations in the North Atlantic. Before sailing for duty in the Mediterranean 16 March *Johnston* aided the Dutch after storms in the North Sea had caused extensive flooding in the Netherlands; her crew donated bundles of warm clothing and more than $1,200 for the storm victims. She operated in the Mediterranean until 8 May when she steamed for Newport, arriving 18 May.

After a 4-month deployment in the Mediterranean during early 1954, *Johnston* operated for more than 17 months along the Atlantic coast from New England to Cuba. On 5 November 1955 she steamed for maneuvers off Northern Europe, followed by another tour of duty in the Mediterranean. While operating in the eastern Mediterranean during February 1956, she patrolled off Israel and Egypt as the Middle East rumbled over the developing Suez Canal crisis. Returning to Newport 5 March, she embarked midshipmen 5 June for 2 months of at-sea training off Northern Europe, after which she resumed operations out of Newport.

Johnston sailed once again 6 May 1967 for peace-keeping operations with the 6th Fleet. Before returning to the United States 1 August she ranged the Mediterranean from Spain to Sicily on ASW barrier patrols. While at Marseilles, France, 3 July, she helped fight a destructive blaze on board *Lake Champlain* (CVS–39). Steaming from Newport 3 September, she joined the mighty Atlantic Fleet for the NATO Exercise "Strike Back" in the North Atlantic. She returned to Newport 22 October, then resumed operations that sent her into the Caribbean and the Gulf of Mexico.

Returning to the North Atlantic 6 June 1959 for further NATO maneuvers, *Johnston* steamed to Charleston, S.C., 25 July and joined DesRon 4 for deployment to the Mediterranean. Departing Charleston 21 September, she conducted Fleet operations in the western Mediterranean; on 18 December she joined naval units from France, Italy and Spain along the French coast for a review in honor of President Eisenhower. Following patrols along the Greek coast, she departed Athens for the United States 24 March 1960, arriving Charleston 10 April.

Before deploying again to the Mediterranean, *Johnston* joined in NATO Exercise "Sword Thrust" during the fall of 1960; then she departed Charleston 8 March 1961 to bolster the 6th Fleet's continuing efforts to maintain peace in the Middle East. After returning to the United States 4 October, she steamed 19 November for patrol duty off the Dominican Republic. During this brief but important duty her presence did much to stabilize a situation "which had threatened to plunge the country into bitter fighting and a return of the Trujillo dictatorship."

Johnston returned to Charleston 26 November; and following coastal operations, she steamed to Boston where she underwent FRAM I overhaul from 4 January to 31 October 1962. During this time she received the latest equipment, including ASROC system and DASH facilities, to prepare her for new assignment in the modern Navy. Departing Boston 2 November, she arrived Guantanamo Bay, Cuba, via Charleston 10 December for Caribbean operations. While steaming near Mona Island 1 February 1963, she rescued sinking Honduran freighter *Kirco* and towed her to Mayaguez, P.R. Continuing her Atlantic operations, she supported Polaris missile firing tests. As *Thomas Jefferson* (SSB(N)–618) fired two underwater missiles off the Florida coast 14 March, *Johnston* became the first destroyer to serve as "primary support ship for an underwater firing of a Polaris missile."

After more than 4 months of ASW tactical operations, *Johnston* departed Charleston 6 August for her ninth deployment to the Mediterranean. While operating with the ever-vigilant 6th Fleet, she steamed the length and breadth of the Mediterranean and entered the Black Sea 27 September. During the cruise to Turkish Black Sea ports she served as a symbol of America's determination to safeguard peace on land through strength on the sea. Following 2 months of ASW operations, *Johnston* departed Cannes, France, for the United States 7 December and arrived Charleston 23 December for coastal operations through 1964.

The veteran destroyer departed Charleston 6 January 1965 for the Mediterranean to resume peace-keeping operations with forces of other NATO countries. She returned to Charleston 7 June, and devoted the rest of the year to operations with Polaris submarines, amphibious exercises, and overhaul to prepare for future service.

Johnston began New Year 1966 as sonar school training ship at Key West, Fla. During this period of training she visited Guantanamo Bay, Cuba, for refresher training; and in February while *Johnston*'s crew was spending weekend liberty at Kingston, Jamaica, her sailors swiftly answered a call for help on the 27th. The famous Myrtle Bank Hotel had caught fire and threatened the whole water front. *Johnston* sailors rushed to the fire and averted disaster.

Johnston operated off the East Coast until departing Charleston 29 September for Mediterranean and Middle East deployment. After operating on the far side of the Suez Canal, she again transited the Suez Canal to rejoin the 6th Fleet in the Mediterranean. There her exercises with this powerful deterrent force helped to stabilize the area while bringing her to peak readiness for any emergency which might threaten the peace. She returned to Charleston 9 February 1967 and operated on the East Coast through mid-year.

Johnstown

Cities in Colorado, Nebraska, New York, North Dakota, Ohio, and Pennsylvania.

Johnstown (T–AGM–20) was renamed *Redstone* (*q.v.*), on 1 September 1965.

Johren, see *Kenwood* (IX–179)

Jolly Roger

A former name retained.

(SP–1031: l. 55'2"; b. 9'9"; dr. 3'; s. 26 k.; a. 1 1–pdr., 1 mg.)

Jolly Roger (SP–1031), a wooden motor boat, was built in 1917 by W. T. Ruddock, New York City, and was taken over at Newport from her owner, J. S. Van Allen, New York City, on 16 December 1917.

Jolly Roger was assigned to the Torpedo Station, Newport, and performed valuable work ranging torpedoes, as well as aiding in experimental work on mines and depth charges. The boat also engaged in general dispatch and supply work in the harbor area. While being loaded on board *Kanawha* 6 November 1918, *Jolly Roger* was damaged beyond repair and was struck from the Navy List 4 April 1919.

Jonas Ingram

Jonas Howard Ingram, born in Jeffersonville, Ind., 15 October 1886, graduated from the Naval Academy in 1907. Before World War I he served in several cruisers, destroyers, and battleships. As turret officer of *Arkansas* (BB–33), he established a world's record for firing 12-inch guns. On 22 April 1914 he landed at Vera Cruz, Mexico with the *Arkansas* battalion and was awarded the Medal of Honor for "skillful and efficient handling of the artillery and machine guns and for distinguished conduct in battle."

Ingram served at the Naval Academy from 1915 to 1917. During World War I he was on the staff of the Commander, Division 9, Atlantic Fleet, and received the Navy Cross for distinguished service.

Between the wars outstanding performance in a variety of important assignments won him promotion to Rear Admiral 10 January 1941. In February 1942 he received a third star upon assuming command of Cruiser Division 2. Seven months later he took command of the 4th Fleet and was responsible for protecting vital Allied shipping in the U-boat infested South Atlantic. He received the Distinguished Service Medal for excellent work in this post and on 15 November 1944 became Commander in Chief, U.S. Atlantic Fleet with the rank of Admiral. This post won him a gold star in lieu of a second Distinguished Service Medal for taking "a major part in the flow of United States troops across the Atlantic . . . and in the successful combating of the German submarine menace." Retiring from active duty 1 April 1947, Admiral Ingram died 9 September 1952 at San Diego.

(DD–938: dp. 3,807; l. 418'5"; b. 45'1"; dr. 14'6"; s. over 30 k.; cpl. 311; a. 3 5", 5 3", 4 tt., 2 ASW, 1 dct.; cl. *Forrest Sherman*)

Jonas Ingram (DD–938) was laid down 15 June 1955 by the Bethlehem Steel Co., Quincy, Mass.; launched 7 August 1956; sponsored by Mrs. Lawrence Hays, Jr., daughter of Admiral Ingram; and commissioned 19 July 1957 at Boston Naval Shipyard, Comdr. G. L. Rawlings in command.

Following shakedown in the Caribbean and along the western coast of South America, *Jonas Ingram* departed Boston 26 February 1958 for patrols in the West Indies. She sailed from Newport, R.I., 2 September for the Mediterranean to join the 6th Fleet and participate in NATO exercises.

She returned to Newport 12 March 1959 and sailed 16 June for Mayport, Fla., her new homeport. She acted as recovery ship for an experimental Project Mercury nosecone which splashed off the Florida coast 25 June.

The destroyer, as flagship for Rear Admiral E. C. Stephen, Commander South Atlantic Forces, sailed for the South Atlantic 24 August and conducted joint exercises with the French and South African navies visiting nine African countries from Tanganyika before returning Mayport 15 November.

Highlights of the next 16 months of operations out of Mayport were duty providing air-sea rescue cover for President Eisenhower's flights to and from the abortive Paris Summit Conference in May 1960 and a role in another Project Mercury space test late in the year. The hardy destroyer departed 15 March 1961 for the African coast to support United Nations peace-keeping efforts in the Congo.

Returning home 8 September, she sailed 18 October for NATO exercises in Northern European waters and returned 21 December. For the next 2 years *Jonas Ingram* alternated Mediterranean deployments with operations out of Mayport. On 21 September 1964 she was one of our representatives at Malta during ceremonies at which Great Britain granted independence to the island. During this cruise she embarked four Turkish naval officers for a 4-week visit under the NATO exchange program. She returned from the Mediterranean in time to serve as one of the recovery ships for the unmanned Gemini space shot GT–2 in December. Atlantic Fleet ASW exercises in the North Atlantic during February 1965 were followed by Operation "Springboard" in the Caribbean in March. In the summer *Jonas Ingram* got underway on a people-to-people cruise in Middle Eastern waters and visited such parts as Djibouti, French Somaliland; Berbera, Somalia; Aden; Karachi, Pakistan; and Beirut, Lebanon.

The destroyer returned to Mayport in the fall to become a recovery ship for Walter Schirra and Thomas Stafford's Gemini 6 spacecraft in December. After operations in the Atlantic and Caribbean early in 1966 *Jonas Ingram* returned to the Mediterranean for service with the 6th Fleet. In September 1966 she accompanied *Stribling* (DD–867) to Port Said, the first U.S. warships to visit Egypt in almost 15 years.

Jonas Ingram returned home 20 October where she prepared for Exercise "Lantflex 66–2." The fleet exercise took the destroyer to the Caribbean late in November and lasted through mid-December. *Jonas Ingram* operated out of Mayport until sailing for the Mediterranean 17 July 1967. She reach Gibraltar 29 July and steamed with the 6th Fleet into the fall.

Jonathan Jennings, see *Talita* (AKS–8)

Jones

(Brig: t. 509; l. 117'11"; cpl. 160; a. 16 42-pdr. car., 4 long 24-pdrs.)

Jones was built at Sackett's Harbor, N.Y., for service in Commodore Isaac Chauncey's fleet on Lake Ontario and was launched 10 April 1814.

Most of the cannon for the new American ships had not reached Sackett's Harbor 19 May when the British fleet arrived off the American base and established a strict blockade which temporarily bottled up the heavily outgunned American squadron. After the British commander, Sir James Yeo, raised the blockade 6 June, an epidemic struck the American fleet causing further delay.

Jones sailed with Chauncey's vessels 31 July and arrived off Niagara 5 August. As the American ships approached that port, now in British hands, they intercepted enemy brig *Charwell* and chased her ashore where her crew set her ablaze. Chauncey then sailed to Kingston via York arriving 9 August. The next day *Jones* and schooner *Conquest* were ordered to cruise between Oswego and Sackett's Harbor protecting American communications.

Jones rejoined the fleet 17 September and operated with it during the remainder of the navigation season attempting to draw Sir James Yeo's ships into a decisive contest. Toward the end of November she returned to Sackett's Harbor, where she served as a receiving ship for several years after the end of the war. She was sold and broken up in 1821.

Jones, Bessie, see *Bessie Jones* (No. 1476)

Jones, Elmer W., see *Colington* (YFB–43)

Jones, H. B., see *YTL–489*

Jones, Herbert C., see *Herbert C. Jones* (DE–137)

Jones, Hilary P., see *Hilary P. Jones* (DD–427)

Jones, Jacob, see *Jacob Jones* (DD–61)

Jones, Jacob, see *Jacob Jones* (DD–130)

Jones, Paul, see *Paul Jones* (Destroyer No. 10)

Jones, Paul, see *Paul Jones* (DD–230)

Jones, Stephen R., see *Stephen R. Jones*

Jones, William, see *William Jones* (DD–308)

Jonquil

(ScStr: t. 90; l. 69′4″; b. 17′6″; dph. 6′7″; s. 8 k.; cpl. 15; a. 2 12-pdr. r.)

Jonquil was purchased at Philadelphia from S. F. Baker under the name *J. K. Kirkman* 21 October 1863; and commissioned at Philadelphia Navy Yard 28 October, Acting Ens. I. T. Halstead in command.

A week later *Jonquil* joined the South Atlantic Blockading Squadron and took station off Charleston. Except for brief periods of repair and 3 months in the sounds of Georgia during the fall of 1864, she served for the remainder of the war in Charleston waters. She took her first prize 25 February 1865 when she captured an unidentified sloop in Deer Creek about 18 miles upstream from Charleston. She repeated the feat only 2 days later with a second sloop in Silver Creek.

Perhaps *Jonquil*'s most valuable service was early in March when she labored to clear Charleston waters of torpedoes after the city has surrendered. While she was so engaged, a torpedo exploded close aboard her, knocking nine men overboard and wounding three others. Prompt and effective repairs enabled the ship to be back at her task of sweeping the harbor the next day.

Jonquil returned north at the end of July and decommissioned 2 August 1865. She was sold at public auction 21 October 1865.

Jordan

Julian Bethune Jordan was born 11 April 1904, and graduated from the Naval Academy in 1925. He served in *Chester*, in *Dobbin*, and at various shore stations before reporting to *Oklahoma* (BB–37) 4 August 1938. While serving as assistant engineering officer on board that battleship, he was one of the valiant men who were lost in the Japanese attack on Pearl Harbor 7 December 1941.

(DE–204: dp. 1,400; l. 306′; b. 36′10″; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 4 40mm., 10 20mm., 2 dct., 9 dcp.; cl. *Buckley*)

Jordan (DE–204) was laid down 5 June 1943 by the Charleston Navy Yard; launched 23 August 1943; sponsored by Mrs. Lucy H. Jordan, widow of Lt. Jordan; commissioned 17 December 1943, Lt. Comdr. F. C. Billing in command.

After shakedown *Jordan* arrived New York in mid-March 1944 for duty as convoy escort. She sailed 17 April with a convoy bound for Gibraltar, arriving there 1 May with transports carrying vital cargo for the operations in the Mediterranean area. She returned to New York later that month and made one more European voyage in June before beginning duty as a training ship. During July and August she engaged in training exercises at Quonset Point, R.I., and arrived Port Everglades, Fla., 17 September to commence experimental exercises in that area.

After a yard period at Charleston, *Jordan* resumed sound experiments out of Port Everglades in early 1945. During May she was deployed on another cruise to the Mediterranean as convoy escort, returning to New York 10 June. She engaged in submarine operations out of New London, Conn., and training exercises in Cuba, throughout the summer. It was through these experiments that new technological advancements in antisubmarine warfare were adopted, leading to a more powerful navy and a shorter war.

While on a training mission 18 September *Jordan* collided with a merchant vessel SS *John Sherman*, necessitating immediate repairs. She arrived Charleston 4 October and remained there until she decommissioned 19 December 1945. The ship was scrapped in 1947.

Jorkay, see *Tappahannock* (AO–43)

Joseph Cudahy

Former name retained.

(Str: dp. 7,045; l. 293′; b. 47′2″; dr. 22′11″; s. 10.5 k.; cpl. 61; a. 2 3″)

Joseph Cudahy, a tanker, was launched 1917 by Baltimore Drydock & Shipbuilding Co., Baltimore, Md., for Sinclair Gulf Corp.; chartered by the Army Transport Service, she carried general cargo between New York and European posts during 1917–18. In mid-August 1918, she was steaming from France to New York to be commissioned in the Navy for service with NOTS when she was torpedoed by German submarine *U–90* some 700 miles from the English coast. Before *Joseph Cudahy* went under at 1830 on 17 August 1918 all but one of the crew managed to find safety on lifeboats.

Joseph E. Campbell

Joseph Eugene Campbell was born 23 July 1919 in Vigo County, Ind. He enlisted in the U.S. Naval Reserve 29 March 1941 at St. Louis, Mo. After preliminary flight training at Robertson, Mo., he was transferred to Pensacola for further flight training. Appointed Naval Aviator 17 December 1941, he was commissioned Ensign 21 January 1942. Assigned to Cruiser Scouting Squadron 6 in the Pacific, Ens. Campbell was killed in action while engaging the enemy 9 August 1942.

(DE–70: dp. 1,400; l. 306′; b. 37′; dr. 9′5″; s. 24 k.; cpl. 186; a. 3 3″, 4 1.1″, 8 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.), 3 21″ tt.; cl. *Buckley*)

Joseph E. Campbell (DE–70) was laid down 29 March 1943 by Bethlehem Shipbuilding Corp., Hingham, Mass.; launched 26 June 1943; sponsored by Mrs. Marie S. Campbell, mother of Ens. Campbell; and commissioned 23 September 1943, Lt. Comdr. J. F. Bowling, in command.

After shakedown off Bermuda, *Joseph E. Campbell* departed Boston 11 October; and, after escorting a convoy to Londonderry, Northern Ireland, returned to New York 16 December. Between 31 December 1943 and 8 October 1944 the destroyer escort made three convoy escort voyages to French North Africa.

Returning to New York from the last voyage 8 October, conversion to a high speed transport began and *Joseph E. Campbell* was reclassified APD–49 on 24 November 1944. After exercises and training along the East Coast, the high speed transport departed Key West 8 March 1945, arriving Pearl Harbor 8 April via the Panama Canal and San Diego. Departing Pearl Harbor the 29th, she steamed to Eniwetok, where she rendezvoused with two merchant ships and escorted them to Leyte. For the next 3 months *Joseph E. Campbell* served as antisubmarine screen for

LST groups in and out of Okinawa. On 1 September she departed Cebu, P.I., as part of the screen for occupation forces for Japan, where she arrived 8 days later. *Joseph E. Campbell* continued her escort duties between Japan and the Philippines until returning to the East Coast in December. After visiting Philadelphia and Norfolk she steamed to Guantanamo Bay, Cuba, and San Juan, P.R., where she embarked passengers and returned to Morehead City, N.C., 31 March 1946.

After visits to Philadelphia, Baltimore, and Hampton Roads, *Joseph E. Campbell* arrived Charleston, S.C., 22 May for inactivation. Secured for preservation, she was towed to Green Cove Springs, Fla., where she decommissioned 15 November 1946, and joined the Atlantic Reserve Fleet at Orange, Tex. *Joseph E. Campbell* was struck from the Navy List 1 December 1966 after being sold to Chile in November 1966.

Joseph E. Campbell received one battle star for World War II service.

Joseph E. Connolly

Joseph Edward Connolly was born 1 June 1904 in New York City. He served in the Navy 1927 to 1930 before enlisting in the Marine Corps 9 March 1936. Connolly attained the grade of Corporal by 1942 and took part in the assault on Guadalcanal, first American amphibious operation of the war. During the bitter fight for the island, Connolly and his men bore the brunt of a heavy Japanese assault along the Matanikau River 9 October 1942. For his extraordinary bravery in this action Corporal Connolly received the Navy Cross posthumously. Describing his gallantry, his citation reads in part: "Fighting desperately in hand-to-hand combat against the overwhelming hostile forces, Corporal Connolly refused to be dislodged from his position, and after exacting a tremendous toll of the enemy, heroically died at his post."

(DE–450: dp. 1350; l. 306′; b. 36′8″; dr. 9′5″; s. 24 k.; cpl. 186; a. 2 5″, 10 40mm., 10 20mm., 2 dct., 9 dcp.; cl. *John C. Butler*)

Joseph E. Connolly (DE–450) was laid down 6 April 1944 by Federal Shipbuilding & Dry Dock Co., Newark, N.J.; launched 6 August 1944; sponsored by Miss Cecilia C. Connolly, sister of Corporal Connolly; and commissioned 28 February 1945, Lt. Comdr. M. C. Walley in command.

Following shakedown training in the Caribbean *Joseph E. Connolly* departed Norfolk 10 May 1945 for assignment to the Pacific Fleet. She transited the Panama Canal and steamed by way of San Diego to Pearl Harbor, where she arrived 6 June for additional intensive training. The ship then steamed to Eniwetok in early July to act as an escort ship during the final days of the Pacific war. *Joseph E. Connolly* served as screen ship to logistic-support units of the 3d Fleet during the final strikes on the Japanese mainland.

The escort vessel returned to Ulithi after war's end, arriving 31 August, and joined the screening unit for logistic support ships. She arrived Tokyo Bay 13 September and steamed to Jinsen, Korea, 22 September to assist in the occupation of Korea and North China, then the subject of critical contention between Communist and Nationalist factions in China. *Joseph E. Connolly* spent 27 to 31 October at Shanghai in support of the Marines ashore, after which she joined a service squadron in supplying fuel and supplies to various Pacific island bases.

After patrol off Saipan in December, the ship sailed for the United States 4 January 1946, arriving Boston 17 February via San Diego and the Canal Zone. She later steamed to Green Cove Springs, Fla., where she decommissioned 20 June 1946 and entered the Reserve Fleet. *Joseph E. Connolly* is at present berthed with the Texas Group, Atlantic Reserve Fleet.

Joseph E. Connolly received one battle star for World War II service.

Joseph F. Bellows

A former name retained.

(SP–323: t. 315; l. 162′; b. 24′; dr. 14′; s. 13 k.; a. 1 6-pdr.)

Joseph F. Bellows (SP–323), a fishing steamer built in 1912 by E. J. Tull, Pocomoke City, Md., was acquired by the Navy from Bellows and Squires, Inc., Ocran, Va., in May 1917. She commissioned 18 May 1917, Ens. T. C. Christopher, USNRF, in command.

Assigned to the 5th Naval District at Norfolk, *Joseph F. Bellows* operated as a mine sweeper off Cape Henry and in the convoy channel to Hampton Roads. After the armistice she acted as a lightship tender and a supply ship until being sold 2 July 1919 to NcNeal Dodson Co., Inc., Reedville, Va.

Joseph H. Kibbey, see *Phobos* (AK–129)

Joseph Hewes

Joseph Hewes was born in Kingston, N.J., in 1730, and was educated at what is now Princeton. After engaging in business in Philadelphia, he moved to Edenton, N.C. in 1763 where he became a prosperous and influential merchant skipper. He was elected to the Continental Congress in 1774, and in 1775 became a member of the Marine Committee. In this capacity Hewes played a major part in the procurement and outfitting of Continental vessels, and had the distinction of securing a commission in the Continental Navy in December 1775 for one of the sea's greatest heroes-to-be, John Paul Jones. Hewes continued to take an active part in the movement for independence in North Carolina. He also took part in the discussions leading to the Declaration of Independence and signed the historic document. He died 29 October 1779 shortly after his return to the Continental Congress.

(AP–50: dp. 14,100; l. 450′ (w.l.); b. 61′6″; dr. 26′4″; cpl. 358; a. 1 5″, 4 3″, 8 20mm.)

Joseph Hewes (AP–50), formerly *Excalibur*, was built in 1930 by the New York Shipbuilding Co., Camden, N.J.; acquired by the Navy 8 January 1942; and commissioned 1 May 1942, Captain Robert McL. Smith in command.

After conversion and fitting out, *Joseph Hewes* sortied from Hampton Roads 24 October with the Center Attack Group of Admiral Hewitt's Western Naval Task Force en route to French Morocco. She was carrying 80 officers and 1,074 men of the reinforced 3d Division, U.S. Army, plus vehicles and supplies. The transport arrived off Fedhala 8 November, by 0705 landed all troops, and then commenced unloading ammunition and supplies. By 11 November *Joseph Hewes* had completed unloading and had received 30 casualties from the beach. At 1950 she took a torpedo hit in No. 2 hold from *U–173*. The transport settled by the bow and began filling rapidly with water. Captain Smith endeavored to pick up anchor or slip chain but, as the entire forecastle was under water, this was not possible. He then attempted to beach the ship by backing engines but her propeller was out of the water, so the order was given to abandon ship. *Joseph Hewes* went down at 2032, taking Captain Smith and several seamen with her. By his coolness, calmness, and his devotion to duty in placing the safety of the crew and ship before his own, he instilled confidence in every officer and member of the crew. The *U–173* paid heavily for her victory, for she was sunk 5 days later off Casablanca by American destroyers.

Joseph Hewes received one battle star for World War II service.

Joseph Holland, see *Hannibal* (AG–1)

Joseph Holt

A former name retained.

(Str: dp. 10,500; l. 441'6"; b. 56'11"; dr. 27'9"; s. 11 k.; cpl. 72; a. 1 4", 10 20mm.; T. EC2-S-C1)

Joseph Holt, a dry-cargo merchant ship, was launched by Kaiser Richmond Yard #2, Richmond, Calif., 20 November 1942; sponsored by Mrs. Louise C. Hotting; and delivered under General Agency Agreement 28 November to the Prudential Steamship Co., San Francisco, Calif. She was acquired by the Navy at Buckner Bay, Okinawa, in late October 1945 and placed "in service," Lt. Comdr. E. R. Rifenburgh in command.

Joseph Holt departed Okinawa 7 November for southern Japan. Arriving Hiro Wan 10 November, she joined other "guinea-pig" ships especially outfitted for minesweeping operations in the Japanese Inland Sea. She cleared shipping channels of pressure mines laid down during the war by B-29's. She concluded these operations 1 January 1946 and sailed for the United States. Arriving San Francisco early in February, she was placed "out of service" and turned over to the Maritime Commission. She then joined the National Defense Reserve Fleet, Suisun Bay, Calif., where she remained until she was sold for scrap in 1960.

Joseph K. Taussig

Joseph K. Taussig, born 30 August 1877 in Dresden, Germany, entered the Naval Academy in 1895. As a midshipman, he served on the flagship *New York* during the Battle of Santiago in the Spanish-American War. Following his graduation, in 1899 he was assigned to Newark and participated in the Allied Peking Relief Expedition during the Boxer Rebellion. After 2 years as a naval cadet, he was commissioned Ensign 28 January 1901 to begin a series of promotions and distinctions that would underscore his illustrious service to the Navy.

In July 1916, after serving in battleships, cruisers, destroyers, and on staffs afloat, he took command of Division 8, Destroyer Force, the first group of American destroyers sent abroad during World War I. After crossing the storm and gale filled Atlantic, Comdr. Taussig was asked by the Commander in Chief of the Coasts of Ireland when he would be ready for sea. Taussig replied in the now famous words; "We are ready now, Sir." He received the Distinguished Service Medal for World War I service. After the war he continued to serve the Navy at home and abroad. In 1922 his ship, *Cleveland*, rendered assistance to the victims of an earthquake and tidal wave in Chile. He served at the Naval War College, from 1923 to 1926. He also saw duty in the Bureau of Navigation, as Assistant Chief of Naval Operations, and as Commandant, 5th Naval District, in addition to commanding a battleship division and cruiser scouting force. Vice Admiral Taussig retired in 1941 but was recalled to active duty in 1943 to serve in the office of the Secretary of the Navy until 1 June 1947, only a few months before his death 29 October 1947.

(DE-1030: dp. 1,450; l. 314'6", b. 36'9"; dr. 9'1"; s. 25 k.; cpl. 170; a. 3 3", 1 dct., 6 dcp., 1 rkt.; cl. *Evans*)

Joseph K. Taussig (DE-1030) was laid down 3 January 1956 by the New York Shipbuilding Corp., Camden, N.J.; launched 9 March 1957; sponsored by Mrs. Joseph K. Taussig, widow of Vice Admiral Taussig, and commissioned 10 September 1957, Lt. Comdr. R. S. Moore in command.

Following a Caribbean shakedown *Joseph K. Taussig* reported to Newport, R.I., 22 December for duty with the Atlantic Fleet. She departed Newport 12 May 1958 for Mediterranean service with the 6th Fleet. During this tour that a crisis erupted in Lebanon, and the 6th Fleet was dispatched to the area to prevent a Communist takeover. *Joseph K. Taussig* was at the scene, giving credibility to her namesake's words; "We are ready now." The destroyer escort remained on patrol until the crisis subsided, and then returned to Newport 7 October.

She was assigned to an antisubmarine warfare group and continued these operations until 6 February 1959 when she made a goodwill cruise to South America. Upon completion of an overhaul at Boston Naval Shipyard, *Joseph K. Taussig* operated out of Newport prior to Caribbean exercises during January 1960. She returned to Newport 14 February and resumed operations along the Atlantic coast.

The destroyer escort steamed toward the North Atlantic 6 September for NATO exercises, designed to show the enemies of freedom, that peace-loving nations would join forces to thwart any efforts to undermine that freedom. *Joseph K. Taussig* resumed coastal operations upon her return to Newport 20 October.

During January and February 1961, *Joseph K. Taussig* once again participated in annual exercises in the Caribbean and in April engaged in joint American-Canadian exercises off Nova Scotia. For the remainder of the year she operated in a state of readiness along the Atlantic coast and in mid February 1962 commenced 6 months of extensive ASW exercises.

During October, intelligence reports revealed evidence of Russian missile installations in Cuba. President Kennedy responded to this Communist challenge, by establishing a naval quarantine around the island. *Joseph K. Taussig* was ordered off Jacksonville, Fla., in November to provide a second line of defense in the crisis.

With the easing of tensions, she began preparations for a goodwill cruise to Africa, and departed Newport 15 February 1963. After visiting 9 African and 3 Mediterranean ports, she returned Newport 25 May for summer convoy escort exercises and Cuban patrol duty. From August to December, *Joseph K. Taussig* engaged in coastal training operations.

Between January and May 1965 *Joseph K. Taussig* received DASH installation at Boston Naval Shipyard; and, after completing training in the Caribbean, she participated in the massive amphibious exercise, Operation "Steel Pike I," in October. During the remainder of 1965 and throughout 1966, she trained along the Atlantic Coast and in the Caribbean and, in addition, served as sonar school ship at Key West. Early in 1966 she began 6 months of duty as an E-4 training ship to train seamen as petty officers in response to the growing commitment of the Navy in the troubled waters of Southeast Asia. She resumed squadron training exercises in July. During the next 12 months she operated from New England waters to the Caribbean maintaining her high degree of readiness for defense of the nation and the free world.

Joseph M. Auman

Private Joseph Martin Auman was born at Chicago, Ill., 4 January 1922. He enlisted in the Marine Corps 27 August 1940 at Chicago. After duty at San Diego, Private Auman served at Guadalcanal where he was killed in action 12 November 1942. When his company was forced to make a temporary withdrawal, Private Auman with utter disregard for his own personal safety, manned a machine gun and covered the retirement. Steadfastly remaining at his exposed position, he continued to fire his gun until killed by the enemy. For his gallant devotion to duty for his country, Private Auman was posthumously awarded the Navy Cross.

(APD-117: dp. 1,390; l. 306'; b. 37'; dr. 12'7"; s. 24 k.; cpl. 204; a. 1 5", 6 40mm., 2 dct.; cl. *Crosley*)

Joseph M. Auman (APD-117) was laid down 8 November 1943 as DE-674 by Consolidated Steel Co., Orange, Tex.; launched 5 February 1944; sponsored by Mrs. Bernard Tommey, aunt of Private Auman; reclassified APD-117 on 17 July 1944; and commissioned 25 April 1945, Lt. Comdr. H. A. Steinbach in command.

Following shakedown out of Guantanamo Bay, Cuba, *Joseph M. Auman* departed Norfolk 9 July 1945, reaching

San Diego 24 July via the Canal Zone. She conducted more intensive training with the San Diego Shakedown Group, then embarked Underwater Demolition Team No. 7 and carried them to Yoriage Beach, Shiogama, Japan for reconnaissance of landing beaches. After completing the mission, she returned the demolition group to San Diego 13 October.

Joseph M. Auman departed San Diego 20 October and steamed to Manila Bay, P.I., where she embarked 100 Navy passengers and carried them to Samar. From Samar the fast transport loaded cargo and delivered it to Shanghai, China, 4 December. *Joseph M. Auman* continued to carry cargo and passengers in the Pacific until she returned to the United States and decommissioned at Green Cove Springs, Fla. 10 July 1946, joining the Atlantic Reserve Fleet. She remained in the Reserve Fleet until struck from the Navy List 12 December 1963 and sold to the government of Mexico. She now serves the Mexican Navy as *Tehuantepec* (B–5).

Joseph M. Clark

A former name retained.

(SP–1244: t. 93; l. 86′2″; b. 20′7″; dr. 11′; s. 11 k.; a. 2 3-pdrs.)

Joseph M. Clark, a steam tug, built in 1899 by the R. W. Spedden Co., Baltimore, Md., was leased by the Navy from Joseph M. Clark & Co. of Norfolk, Va. 26 October 1917, and commissioned the same day, Boatswain Merriken, USNRF, in command.

Assigned to the 5th Naval District at Norfolk, *Joseph M. Clark* served as a harbor tug and section patrol sweeper out of Norfolk, operating along the lower reaches of the James and Elizabeth Rivers. She decommissioned 12 November and was returned to her owner.

Joseph Meseck (YN–51), see *Metacom* (YNT–19)

Joseph P. Kennedy, Jr.

Joseph Patrick Kennedy, Jr., older brother of President John F. Kennedy, was born in Nantasket, Mass., 25 July 1915. He attended Harvard College and Harvard Law School, enlisting in the Naval Reserve 24 June 1941. After flight training, Kennedy was commissioned Ensign 5 May 1942. He served with Patrol Squadron 203 and Bombing Squadron 110 before joining a special air unit in Britain in 1944. He was appointed Lieutenant 1 July 1944. Lt. Kennedy took part in a secret project to destroy German V–2 rocket launching sites by the use of radio controlled drone aircraft loaded with explosives. The plane could not take off by radio control, however, and Kennedy volunteered to take her into the air where guidance systems would take over. After exhaustive preparations he and another brave flyer, Lt. W. J. Willy, took off from Winfarthing 12 August 1944. However, the drone exploded with two enormous blasts, killing both officers. Lt. Kennedy was awarded the Navy Cross posthumously for this dangerous mission in the drone Liberator bomber. His citation testifies: "Intrepid and daring in his tactics and with unwavering confidence in the vital importance of his task, he willingly risked his life in the supreme measure of service, and, by his great personal valor and fortitude in carrying out a perilous undertaking, sustained and enhanced the finest traditions of the United States Naval Service."

(DD–850: dp. 2,425; l. 390′6″; b. 41′4″; dr. 18′6″; s. 35 k.; cpl. 367; a. 6 5″, 12 40mm., 10 20mm., 10 21″ tt., 6 dcp., 2 dct.; cl. *Gearing*)

Joseph P. Kennedy, Jr. (DD–850) was launched by Bethlehem Steel Co., Quincy, Mass., 26 July 1945; sponsored by Miss Jean Kennedy, sister of Lt. Kennedy; and commissioned at Boston 15 December 1945, Comdr. H. G. Moore in command.

The new destroyer sailed 4 February 1946 for shakedown training in the Caribbean. She returned to her homeport, Newport, in April, and was occupied for the next few months in Naval Reserve Training. Arriving Norfolk 8 October, the ship joined Admiral Leahy's flagship *Wisconsin* BB–64, and other units for a cruise to Chile and Venezuela. She transited the Canal twice on this voyage, and was reviewed by the President of Venezuela 25 November 1946. *Joseph P. Kennedy, Jr.*, returned to her home port 14 December 1946.

During 1947 the destroyer operated on the East Coast and in the Caribbean. She sailed for fleet maneuvers off Puerto Rico 9 February and upon completion steamed eastward to join the 6th Fleet in the Mediterranean. During this period of great unrest in Europe, the fleet carried out the important role of peacekeeper and stabilizer. *Joseph P. Kennedy, Jr.* visited various Mediterranean ports before arriving Newport 26 June 1948. The remainder of the year was spent in antisubmarine exercises, and the first half of 1949 saw her make two training cruises to the Caribbean.

The ship sailed 23 August 1949 for 6th Fleet duty as flagship of Destroyer Squadron 18, returning 27 January 1950. With the advent of war in Korea she carried out reserve training during July 1950, followed by bombardment and convoy exercises to prepare for action defending South Korea from Communist aggression. *Joseph P. Kennedy, Jr.*, sailed for Japan 3 January 1951 by way of the Panama Canal, Pearl Harbor, and Midway. At Sasebo she loaded ammunition and, exactly 1 month after departure from Newport, joined Task Force 77 off Korea. From February to April she screened the attack carriers as they pounded enemy positions and supply lines. She departed 8 April for the Formosa Patrol, helping to prevent further hostilities across the volatile Straits. *Joseph P. Kennedy, Jr.*, then returned to Korea arriving off Wonsan 20 May to take up bombardment station in support of the Allied siege and occupation of harbor islands. This duty continued until 13 June, a period of almost constant bombardment of great importance to the operation, after which the ship steamed to Sasebo.

Joseph P. Kennedy, Jr., did not return to the West Coast immediately upon the termination of this combat duty, but instead steamed westward to complete a circuit of the globe. With other units of Destroyer Squadron 8, she visited Singapore, Bahrein, Port Said, Naples, and Gibraltar before returning to Newport 9 August 1951. Until January 1953 she conducted battle practice and served as school ship for the Fleet Training School at Newport that serves well to keep the fleet abreast of the latest developments. She sailed 7 January for another 6th Fleet cruise, returning to Newport 18 May 1953. Antisubmarine training exercises and another Mediterranean cruise January–May 1954 comprised her duty through most of 1955, and she sailed 5 November for Arctic maneuvers off northern Europe. The ship visited Oslo, Norway, and Bremerhaven, carrying out tactical exercises with units of the 6th Fleet before returning to Newport 5 March 1956.

In June 1956 the veteran ship arrived Annapolis with *Iowa* (BB–61) and *New Jersey* (BB–62) to embark Naval Academy midshipmen for a practice cruise. Upon returning from Northern Europe 1 August, the ship took part in training operations until 6 May 1957, when she sailed once more for 6th Fleet duty. The Jordanian crisis had just passed with the strong support of the fleet, and *Joseph P. Kennedy, Jr.*, took part in carrier operations until September, when she steamed to the coast of Norway for NATO joint maneuvers. She returned to Newport 22 October 1957. Again in 1958 the ship sailed to the Mediterranean, and on this cruise spent April in the Persian Gulf with the Middle East Force that helps stabilize that critical area before arriving Newport 1 July 1958.

After a needed period of overhaul at Boston, *Joseph P. Kennedy, Jr.*, arrived Annapolis once more 3 June 1959 for midshipman training. Along with other ships of the task group, she entered the St. Lawrence and repre-

sented the Navy at the opening of the Seaway 26 June 1959. Following the ceremonies, in which both President Eisenhower and Queen Elizabeth II took part, the destroyer entered the Seaway and steamed to Chicago 2 July. The ship visited various ports before returning to the Atlantic 6 August. In 1960 she returned to the Mediterranean with *Forrestal* (CVH–59) and *Franklin D. Roosevelt* (CVB–42), returning to Newport 15 October.

In January 1961 *Joseph P. Kennedy, Jr.*, steamed to Washington for the inauguration of John F. Kennedy, brother of her namesake. During February and April of that year she took part in space shots in the Project Mercury series. She then arrived New York 1 July 1961 for a FRAM (Fleet Rehabilitation and Modernization) overhaul in the Naval Shipyard. During this period she received the latest in antisubmarine gear, a new helicopter flight deck and hangar aft, and numerous other modifications designed to increase greatly her useful life. After emerging in her new dress in late May 1962, she underwent exhaustive shakedown out of Guantanamo Bay, Cuba, returning 26 August 1962.

Joseph P. Kennedy, Jr., with other ships of the fleet, reacted quickly to the threat of offensive missiles in Cuba, and President Kennedy's quarantine order. Sailing 22 October, the ship took an active part in the blockade which forced an easing of the crisis, and boarded Greek freighter *Maruela* 26 October. After participating in this graphic demonstration of the power and mobility of the modern Navy, *Joseph P. Kennedy, Jr.*, remained on patrol in the Caribbean until returning to Newport 7 December 1962.

During 1963 the veteran destroyer carried out training operations off the Virginia Capes and Nova Scotia. She departed Newport 29 April 1964 for another Med cruise until 26 August, and in October was underway for Operation "Steel Pike I", one of the very largest amphibious operations since World War II. During the passage of the task force to the Spanish coast, she acted as antisubmarine screening ship. *Joseph P. Kennedy, Jr.* returned to Newport 19 November 1964.

Late in January of 1965, *Joseph P. Kennedy, Jr.*, put to sea for Port Canaveral, Fla., where she helped qualify two newly constructed Polaris submarines for patrol over seas. There followed a regular 3-month overhaul in the Boston Naval Shipyard.

Comdr. J. W. Hayes took over command of *Joseph P. Kennedy, Jr.*, from Capt. J. V. Peters on July 14; the next day, a 2-month period of refresher training commenced as the ship set sail for Guantanamo Bay, Cuba.

The U.S. Man In Space Program was one of *Joseph P. Kennedy, Jr.*'s most recent commitments; leaving Newport on November 27, 1965, the ship took station 1,200 miles southeast of Bermuda as part of the afloat recovery team for Gemini 6 and 7 on a 14-day orbital and rendezvous mission in space. The shots a success and her duty done, *Joseph P. Kennedy, Jr.* returned to Newport 21 December to prepare for another deployment in the Mediterranean.

Assigned to DesRon 10, *Joseph P. Kennedy, Jr.* departed Newport 15 February 1966 for duty with the 6th Fleet. After arriving Gibraltar 24 February, she participated during the next 4 months in AAW and ASW operations and ranged the Mediterranean from the North African coast to Turkey. She completed her peace-keeping patrols late in June and returned to Newport 8 July.

During the remainder of the year she conducted destroyer exercises and carrier screening operations off the eastern seaboard. In mid-November she participated in

USS *Joseph P. Kennedy, Jr.* (DD–850)

U. S. S. JOSEPH P. KENNEDY, JR. (DD-850)
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

DD850:KCR:rns
3000
Ser: 021
27 OCT 1962

From: Commanding Officer, USS JOSEPH P. KENNEDY, JR. (DD 850)
To: Commander U.S. SECOND FLEET
Via: Commander Destroyer Division 102

Subj: Visit and Search of SS MARUCLA on 26 October 1962; report of

Encl: (1) Boarding officer's report with enclosures thereto

1. USS JOSEPH P. KENNEDY, JR. (DD 850) was directed to intercept the SS MARUCLA by Commander Task Force 136. A rendezvous was effected with USS JOHN R. PIERCE (DD 753) and the MARUCLA was intercepted at first light on 26 October 1962. The vessel was visited, searched, and subsequently cleared to proceed. Paragraph (2) below outlines a chronological sequence of events. Enclosure (1) is the Boarding Officer's report and recounts in detail the actual activities of the Visit and Search Party on board.

2. SS MARUCLA, Beirut, Lebanon enroute Havana, Cuba via Providence Channel and Straits of Florida:

0600 KENNEDY broke flaghoist signal: CODE OSCAR NOVEMBER
0610 KENNEDY sent by flashing light: REQUEST YOU STOP
0615 KENNEDY sent by flashing light: I INTEND TO BOARD YOU, REQUEST YOU ADVISE WHEN YOUR SEA LADDER IS READY
0630 SS MARUCLA sent: WE ARE READY TO RECEIVE YOU
0632 KENNEDY Visit and Search Party left for USS PIERCE
0635 SS MARUCLA flying: CODE ANSWERING SIGNAL
KENNEDY hauled down: CODE OSCAR NOVEMBER
0642 LCDR D.G. OSBORNE, Executive Officer from USS PIERCE boarded KENNEDY's whaleboat as member of Boarding Party - whaleboat proceeding to SS MARUCLA
0647 Whaleboat commenced circling the SS MARUCLA
0651 Visit and Search Party commenced boarding SS MARUCLA - portside
0654 Whaleboat departed SS MARUCLA - standing off
0900 Boarding Officer briefs COMDESDIV 102 and Commanding Officer, USS JOSEPH P. KENNEDY, JR. over portable radio and recommends vessel clearance to proceed
0910 SS MARUCLA cleared to proceed however, surveillance maintained pending further instructions from Task Force Commander
0915 Boarding Party departing SS MARUCLA
0925 Boarding Party returned on board KENNEDY for debriefing
1015 Executive Officer PIERCE departs ship via whaleboat
1030 Whaleboat returns to ship
1235 Surveillance terminated as directed by Task Force Commander
KENNEDY returning to assigned station

3. Visit and Search Party was not armed nor were any small arms in the whaleboat. The USS JOSEPH P. KENNEDY, JR. was close aboard on the SS MARUCLA's port quarter during the visit and was at general quarters. The USS PIERCE was on the merchant ship's starboard quarter. The ship was in continuous communications with the Visit and Search Party via portable radio.

4. The entire operation went smoothly and without any undesirable incidents.

Nicholas MIKHALEVSKY

recovery operations following the successful 4-day flight of Gemini 12. On 1 March 1967 *Joseph P. Kennedy, Jr.* again sailed for duty with the mighty 6th Fleet. She cruised the Mediterranean until late April, thence transited the Suez Canal for the Red Sea and Indian Ocean. Late in June she departed the Gulf of Aden for the United States. Steaming via the Cape of Good Hope and South America, she arrived Newport the following month. There she resumed readiness training in preparation for any duty in the interest of the nation and the free world.

Joseph P. Kennedy, Jr. received two battle stars for Korean service.

Joseph R. Parrott, see *Salem* (CM–11)

Joseph Strauss

Joseph Strauss was born 16 November 1861 in Mount Morris, N.Y. He was commissioned Ensign 1 July 1887 and began a distinguished career as specialist in ordnance in June 1893 when he reported to the Bureau of Ordnance in Washington, D.C. During the Spanish-American War he served in *Lancaster* blockading the Cuban coast, then returned to the Bureau of Ordnance. He established the Naval Proving Ground, Indian Head, Md., 1900 to 1902; served on a Special Board of Naval Ordnance in 1906; and was a member of the Joint Army-Navy Board on Smokeless Powders the following year. He conducted experimental work with torpedoes while commanding cruiser *Montgomery* 1909 to 1911; commanded *Ohio* (BB–12) in 1912; then became Chief of Bureau of Ordnance 21 October 1913.

Strauss assumed command of *Nevada* (BB–36) 30 December 1916 and remained in command as the United States entered World War I. Detached from the battleship in February 1918, he was designated Commander, Mine Force, Atlantic Fleet. He was awarded the Distinguished Service Medal both for directing the laying of the North Sea Mine Barrage and for the hazardous task of clearing it after peace came. In October 1919 he returned to the Navy Department to serve as a member of the General Board until March 1921 when he became Commander in Chief of the Asiatic Fleet with the rank of Admiral. He resumed duty with the General Board in October 1922. The following year he also worked with Congress on the budget and appropriations. He transferred to the Retired List 16 November 1925 but returned briefly to active duty 8 October 1937 to 8 February 1938 to serve the Advisory Board on Battleship Plans.

Admiral Strauss was a founder of the Naval Historical Society and a long time financial adviser of the Navy Relief Society. Among his inventions were the superimposed system of mounting guns; the first spring recoil gun mount, the first disappearing mount for deck guns of submarines, and the 12-inch gun, the fore-runner of the mighty guns for capital ships' main batteries. He received a special letter of appreciation from Secretary of the Navy Charles F. Adams in 1929 for his work on safety devices of submarines and the salvaging of sunken submarines. He died 30 December 1948 and was buried in the Arlington National Cemetery.

(DDG–16: dp. 4,500 t.; l. 437'; b. 47'; dr. 21'10"; s. over 30 k.; cpl. 334; a. Tar. mis., 2 5", 6 21" tt., ASROC; cl. *Charles F. Adams*)

Joseph Strauss (DDG–16) was laid down 27 December 1960 by the New York Shipbuilding Corp., Camden, N.J.; launched 9 December 1961; sponsored by Mrs. Lawrence Haines Coburn, granddaughter of Admiral Joseph Strauss; and commissioned in the Philadelphia Naval Shipyard 20 April 1963, Cdr. William M. A. Greene in command.

Joseph Strauss departed Philadelphia 6 June 1963 for a brief cruise to Puerto Rico and Willemstad, Cracao, and then transited the Panama Canal to join the Pacific Fleet on the western seaboard. She arrived in the Long Beach Naval Shipyard 13 July 1963 for alterations, followed by tactics out of San Diego north to Seattle, Wash.

The flagship of Destroyer Squadron 3, *Joseph Strauss* sailed from Long Beach 30 June 1964. After calling at Pearl Harbor and Midway Atoll, she arrived in Yokosuka, Japan, 18 July. She departed 3 August 1964 to rendezvous off Okinawa 6 August with *Constellation* (CVA–65). She then patrolled off the Vietnam coast and the South China Sea with task forces built around *Constellation, Kearsarge* (CVS–33) and *Ticonderoga* (CVA–14). Brief sweeps were made to the Philippines and ports of Japan. She arrived in Yokosuka 15 December 1964 for upkeep, again sailing 21 January 1965 to support U.S. Forces in Vietnam until 1 March. During this period, she operated with *Ranger* (CVA–61), *Hancock* (CVA–19), *Coral Sea* (CVA–43), and *Yorktown* (CVS–10).

Following upkeep in Subic Bay (1–10 March), *Joseph Strauss* sailed with ships of the Royal Thai Navy for exercises in the Gulf of Thailand. She was briefly flagship of the 7th Fleet (22–26 March) during the official visit of Vice Admiral Paul B. Blackburn, Jr., to Bangkok, Thailand. She departed Yokosuka, 19 April for operations that brought recognition and honor to both the ship and her crew.

Commencing 24 April 1965, *Joseph Strauss,* together with *Ernest G. Small* (DDR–838), was part of the first advanced SAR/AAW picket team in the Gulf of Tonkin to support U.S. air strike operations against North Vietnam. From 16 through 21 May, she observed operations of a Russian task unit. She returned to Yokosuka (23 May–4 June), then again sailed for the Gulf of Tonkin. Her ensuing 27 days as flagship of the AAW/SAR picket unit were highly successful, establishing operational procedures and capabilities which remain destroyer standards. On 17 June 1965, two F4B Phantom's from *Midway* (CVA–41), under *Joseph Strauss'* advisory control, shot down two MIG–17's, accounting for the first two hostile aircraft downed by U.S. Forces in aerial combat since 1953. Three days later, two propeller-driven Skyraiders, also from *Midway* and under *Joseph Strauss'* Combat Information Center team were decorated by the Secretary of the Navy.

Joseph Strauss arrived in Hong Kong 6 July 1965, putting out to sea 14 to 16 July to avoid Typhoon Freda, and again 18 to 19 July to carry the 7th Fleet Salvage Officer to Pratus Reef to assist in refloating *Frank Knox* (DDR–742). She departed Hong Kong 21 July for Yokosuka. The following day she took a disabled Nationalist Chinese fishing boat in tow and delivered it safely to Keelung the 23d, thence sailed to Yokosuka, arriving 25 July for upkeep.

On 3 September 1965, she successfully fired two improved Tartar missiles off Okinawa. After a 1-day stop at Sasebo, *Joseph Strauss* proceeded south in the screen of *Bon Homme Richard* (CVA–31). Upon arrival in the South China Sea, she was detached for picket patrol in the Gulf of Tonkin during the last 3 weeks of September She spent the first 2 weeks of October supporting operations off Vietnam in the screen of *Bon Homme Richard* and *Oriskany* (CVA–34). She then returned to Subic Bay for naval gunfire support training which continued off Danang, South Vietnam. On 28 October 1965, she fired her first shots in anger, expending 217 5-inch shells in support of a combined ARVN-Marine Corps search-and-destroy operation against the Viet Cong. Throughout November she formed an advanced SAR/AAW picket team with *Tucker* (DD–875) in the Gulf of Tonkin. She returned to Yokosuka 7 December 1965 for upkeep and preparations to resume operations off South Vietnam. *Joseph Strauss* returned to the Gulf of Tonkin 10 February 1966 and remained active in the war zone until heading for Hong Kong exactly one month later. Back in the fighting 26 April, she remained in the war zone until returning to Yokosuka 15 June. That day her home port was changed to Pearl Harbor which she reached 26 July.

Joseph Strauss operated in the Hawiian area until heading back for the Western Pacific 14 January 1967. She remained in the Far East supporting the struggle

against Communist aggression until returning to Pearl Harbor 17 June. There she prepared for future action.

Joseph T. Dickman

An army name retained.

(AP–26: dp. 21,900; l. 535′2″; b. 72′4″; dr. 31′3″; s. 17 k.; cpl. 693; a. 4 3″)

Joseph T. Dickman (AP–26) was built as *Peninsula State* for the U.S.S.B. by New York Shipbuilding Co., Camden, N.J., in 1921 and 1922. She began transatlantic service for United States Lines in 1922, and soon afterward in May was renamed *President Pierce*. In August 1922 the ship was renamed *President Roosevelt*, a name she carried during her many years of passenger service. Taken over by the War Department in October 1940, she was named *Joseph T. Dickman* and converted to a troopship by Atlantic Basin Iron Works of Brooklyn. The ship was subsequently transferred to the Navy 27 May 1941 and further converted to Navy use at New York Navy Yard. She commissioned at the Navy Yard 10 June 1941, Lt. Comdr. C. W. Harwood, USCG, in command.

The new transport got underway 26 June 1941 for Hampton Roads, and until August she took part in amphibious training exercises off Onslow Beach, N.C. After these important landings, which helped develop the tactics and equipment to be used later with such great success, *Joseph T. Dickman* returned to New York 14 August. She then moved to Boston for further conversion, remaining there until 1 October. Stores were loaded at Norfolk in October, after which the transport proceeded to Halifax to load British troops. With five other troop ships she departed 10 November 1941 on the long voyage to India. While the ship carried these British reinforcements, the Japanese attack on Pearl Harbor brought the United States into the war 7 December 1941. *Joseph T. Dickman* arrived Bombay via Trinidad and Capetown 27 December 1941 and debarked troops. Departing 10 January, she retraced her steps to New York, arriving 28 February 1942 for the installation of new boats and lowering equipment.

After leaving the yard in April the ship underwent tests in Hampton Roads before departing 11 May for transport duties in the Caribbean. She stopped at San Juan and Bermuda to debark troops before returning to Norfolk 27 May 1942. *Joseph T. Dickman* carried further reinforcements to Caribbean bases in June, and spent July on amphibious exercises in Chesapeake Bay. Training and additional conversion to increase her boat capacity continued into October, when the ship prepared for Operation "Torch", the invasion of North Africa.

As part of the Western Naval Task Force, *Joseph T. Dickman* got underway from Norfolk 24 October to take part in the first amphibious invasion ever launched across an entire ocean. Arriving in the transport area of Fedhala early 8 November, she began the debarkation. She remained off shore until German submarine attacks forced her seaward 12 November. As the successful invasion was consolidated, however, *Joseph T. Dickman* entered Casablanca harbor 15 November and completed unloading. Two days later she was underway for Norfolk, arriving 30 November 1942.

After embarking troops and taking on cargo, *Joseph T. Dickman* departed 27 December 1942 for the Pacific via the Panama Canal. She stopped at Noumea and Brisbane before sailing for Norfolk again, where she arrived 10 March 1943. During this voyage, on 1 February 1943, the ship was reclassified APA–13.

The veteran troopship departed 10 May 1943 for North Africa, in preparation for the invasion of Sicily. She arrived Mers el Kebir 23 May and, after landing rehearsals, got underway with the invasion fleet from Algiers 6 July. As a part of Rear Admiral Hall's Gela landing force, she arrived off the beaches 10 July and began the long process of debarkation. Next day she suffered minor damage fighting off German bombing attacks, damaging at least three of the attackers with her accurate gunfire. With the invasion quickly successful, the ship was underway for Algiers 12 July for more exercises.

The next major amphibious operation in the campaign to regain Italy was slated for Salerno; and, after training, *Joseph T. Dickman* arrived off the beaches with Hall's Southern Attack Force 9 September. Rockets from an LCS attached to the ship helped clear the way for the first wave of boats, and, after receiving near misses from shore batteries, the transport debarked her troops and returned to Mers el Kebir. As the battle to consolidate the beachhead began, *Joseph T. Dickman* returned with reinforcements to Salerno 6 October. She made two other follow-up voyages from Africa to Italy, the final one with over 1,600 French troops.

The ship sailed 30 November 1943 for Norfolk by way of Scotland. Upon her arrival 1 January 1944, the ship underwent battle repairs; and, after embarking troops, sailed 11 February 1944 for Glasgow. During the next few months the ship was engaged in intensive training for the giant Normandy invasion, scheduled for June. Sailing from England 5 June, she arrived off Utah Beach early the next day and landed her troops without a mishap. On the afternoon of D-day, she steamed to Portland with casualties, later making a shuttle voyage to the beaches 14 June as troops moved inland to liberate France.

Upon arriving Mers el Kebir 10 July 1944, *Joseph T. Dickman* began preparations for still another landing, this time in southern France. After exacting training operations, she sailed from Sicily 13 August 1944, arriving off the Delta Force beaches next day to debark her troops. After smooth and skillful unloading, she steamed to Naples, arriving 17 August. In the weeks that followed, *Joseph T. Dickman* made five follow-up voyages to southern France from Mediterranean staging points as the Allies pressed northward. The veteran ship sailed from Mers el Kebir 25 October for the United States, arriving Boston 8 November.

Joseph T. Dickman, after taking part in every major amphibious operation in the European-African theater, now turned her attention to the Pacific. She sailed 24 January 1945 with troops for Guadalcanal, arriving via Espiritu Santo 12 February. There she began training operations for the invasion of Okinawa. From 21–27 March the transports made final preparations at Ulithi, sailing the latter date for the last and greatest of the Pacific invasions. The troops stormed ashore 1 April, but the transport remained off the beaches helping to ward off air attacks while unloading cargo until 9 April. She then sailed to Saipan, and continued to Pearl Harbor, where she anchored 25 April 1945. *Joseph T. Dickman* arrived at San Francisco with veterans 30 May.

After two troop voyages to Pearl Harbor, the ship remained at the Navy Yard there for conversion to a casualty evacuation ship for the projected invasion of Japan. Emerging 10 August, she was en route to San Francisco when the fighting ended 14 August 1945. *Joseph T. Dickman* then sailed for the Philippines 24 August; and, upon arrival in Manila 17 September, took on American and Allied soldiers who had been prisoners of the Japanese for transportation to the United States. Ironically, four British enlisted men came on board, who after 3½ years in a prison camp were returning to the United States on the same ship which had carried them from Halifax to Bombay in 1941. The ship reached San Francisco 16 October.

Assigned to Operation "Magic-Carpet," *Joseph T. Dickman* made a voyage to Pearl Harbor, returning to Seattle 2 December 1945. She moved south to San Francisco 13 January 1946. The ship steamed to Suisun Bay in March, decommissioned 7 March, and was returned to the Maritime Commission. She was scrapped in 1948.

Joseph T. Dickman received six battle stars for World War II service.

Josephine, see *Vixen* (PY–4)

Josephine

Former names retained.

I

(SP–913: l. 60′; b. 13′6″; dr. 3′3″; a. 1 3-pdr., 1 mg.)

The first *Josephine* (SP–913), a motor boat, was built in 1916 by New York Yacht, Launch, & Engine Co., Morris Heights, N.Y., and acquired from her owner, L. A. Lehmaier, 9 August 1917. She commissioned 20 September 1917 at Brooklyn Navy Yard, Boatswain J. D. Cremin, USNRF, in command.

Josephine was attached to the 3d Naval District and performed patrol duty in the New York area, including Long Island Sound. She was returned to her owner 20 December 1918.

II

(SP–1243: t. 32; l. 82′; b. 12′10″; dr. 4′6″; s. 12 k.; a. 1 3-pdr., 1 1-pdr.)

The second *Josephine* (SP–1243), a motor yacht, was built in 1905 by Peter Grutti Shipyards, New Orleans, and acquired by the Navy from her owners, Lee H. Tate, *et al.*, of St. Louis, 27 October 1917 at New Orleans. She commissioned 5 November 1917, Ens. J. S. Waterman, Jr., USNRF, in command.

Attached to the 8th Naval District, Josephine patrolled the southwest pass of the Mississippi River and the Gulf of Mexico, based at Burrwood, La. She decommissioned 6 December 1918 and was returned to her owners.

III

(SP–3295: l. 48′; b. 8′6″; dr. 4′; s. 12 k.)

The third *Josephine* (SP–3295), a motor boat, was built in 1913 by Jacob Shipyard, City Island, N.Y., and acquired by the Navy 30 October 1918 from her owner, Frank S. Sample.

Josephine operated as a patrol and harbor craft in the 3d Naval District until being returned to her owner 3 January 1919.

Josephine H. II

A former name retained.

(SP–245: l. 65′; b. 12′6″; dr. 4′8″; s. 12 k.; a. none)

Josephine H. II (SP–245), a wooden motor boat, was built in 1912 by Bosserdet Yacht & Engine Co., and acquired by the Navy in July 1917 from her owners, John R. Shuman *et al.* She commissioned 3 August 1917, Chief Boatswain's Mate G. F. Noyes in command.

Josephine H. II was assigned to the 9th, 10th, and 11th Naval Districts for patrol duty based at Detroit. She performed guard duty and regulated traffic on the Detroit River and in Lake St. Clair until decommissioning 29 November 1918. She was returned to her owners 11 March 1919.

Josephus

A former name retained.

(t. 1,340; l. 229′; b. 39′2″; dr. 20′8″; cpl. 7)

Josephus was built in 1876 by E. Haggett, of Newcastle, Maine, and purchased by the Navy from Luckenbach Steamship Co., 18 October 1917. She commissioned 8 November 1917 and immediately began collier duties in the 3d Naval District. She was assigned to NOTS 8 August 1918 and operated with the coastwise collier service from Norfolk to New England ports.

Josephus was detached from NOTS 27 March 1919 to take up peacetime collier duties in the 5th Naval District. She was stricken from the Navy List 13 June 1919 and sold to the Neptune Line 11 September 1919.

Josephus Daniels

Josephus Daniels was born 18 May 1862 in Washington, N.C. As editor and publisher of the Raleigh, N.C., *News and Observer*, he became a major editorial voice in the South. He was appointed Secretary of the Navy by President Wilson in 1913. A number of his naval reforms included abolishing the officer's wine mess, the introduction of women into the service, and establishment of service schools on board ships and stations. He evinced great interest in the common man, favoring promotion from the ranks and inaugurating the practice of making 100 sailors from the fleet eligible for entrance into the Naval Academy annually. Under his leadership, the Navy expanded greatly and fought effectively in World War I. He resigned as head of the Navy Department in 1921, returning to his job as editor and publisher of the *News and Observer* until his appointment as Ambassador to Mexico from 1933 to 1942. After furthering President Roosevelt's "Good Neighbor" policy with Mexico, he devoted the remainder of his life to editing and the writing of a number of books, including *Our Navy at War* and *Life of Woodrow Wilson*. He died at Raleigh 15 January 1948.

(DLG–27: dp. 7,930; l. 547′; b. 55′; dr. 28′10″; s. over 20 k.; cpl. 418; a. Ter. mg., 1 5″, 2 3″, 2 21″ tt.; cl. *Belknap*)

Josephus Daniels was laid down 23 April 1962 by Bath Iron Works Corp., Bath, Maine; launched 2 December 1963; sponsored by Mrs. Robert M. Woronoff and Mrs. Clyde R. Rich Jr., granddaughters of Josephus Daniels; and commissioned 8 May 1965, Captain Harry A. Cummings in command.

The guided missile frigate, based at Norfolk, Va., cruises as a unit of Cruiser-Destroyer Force, U.S. Atlantic Fleet. *Josephus Daniels* operated off the East Coast until departing the Virginia Capes 9 December for the Mediterranean. She operated with the 6th Fleet, a force of peace and stability in the volatile Middle East, until returning home in the spring of 1967.

Josiah D. Whitney, see *Livingston* (AK–222)

Josiah Paul, see *Nashira* (AK–85)

Josiah Willard Gibbs

San Carlos (AVP–51) (*q.v.*) was renamed *Josiah Willard Gibbs* and reclassified AGOR–1 on 15 December 1958.

Jouett

James Edward Jouett was born near Lexington, Ky., 7 February 1826 and was appointed Midshipman 10 September 1841. He served on the African coast in *Decatur* with Mathew C. Perry and in *John Adams* during the Mexican War.

At the beginning of the Civil War, Jouett was captured by Confederates at Pensacola but was soon parolled. He then joined the blockading forces off Galveston, distinguishing himself during the night of 7 to 8 November 1861 in the capture and destruction of Confederate schooner *Royal Yacht*. Jouett later commanded *Montgomery* and *R. R. Cuyler* on blockading duty and in September 1863 took command of *Metacomet*. In the Battle of Mobile Bay, 5 August 1864, his ship was lashed to Admiral Farragut's flagship *Hartford* as the gallant ships entered the bay. Monitor *Tecumseh* was sunk by an underwater "torpedo", but the ships steamed boldly on, inspired by Farragut's famous command: "Damn the torpedoes, full speed ahead." *Metacomet* was sent after two Confederate gunboats, and in a short chase *Jouett* riddled *Gaines* and captured *Selma*.

Jouett had various commands ashore and afloat after the Civil War, taking command of the North Atlantic

256-125 O - 68 - 38

USS *Josephus Daniels* (DLG–27) on sea trials near Bath, Maine

Squadron in 1884. In 1889 he commanded a naval force which forced the opening of the isthmus of Panama, threatened by insurrection. Rear Admiral Jouett retired in 1890 and lived for most of his remaining years at "The Anchorage," near Sandy Springs, Md. He died 30 September 1902.

I

(DD–41: dp. 787 (n.); l. 293'11"; b. 27'; dr. 8'4"; s. 30 k.; cpl. 83; a. 5 3", 6 18" tt.; cl. *Monaghan*)

The first *Jouett* (DD–41) was laid down 7 March 1911 by Bath Iron Works, Ltd., Bath, Maine; launched 15 April 1912; sponsored by Miss Marylee Nally; and commissioned at Boston 24 May 1912, Lt. Comdr. W. P. Cronan in command.

Jouett joined the Atlantic Fleet Torpedo Flotilla and operated off the East Coast until early 1914, when events in Mexico threatened American interests and officials at Tampico arrested American sailors without cause. *Jouett* supported the landing of Marines at Vera Cruz 21 April 1914. Returning to the East Coast after this operation, the destroyer continued to carry out training manuevers until the United States entered World War I in April 1917.

The ship was assigned patrol in Delaware Bay in April 1917 and remained on that duty until sailing from New York 8 August 1917 as an escort for five troopships bound for France. After returning from Europe, *Jouett* resumed patrolling until she arrived New London, Conn., 15 January 1918 for experimentation with antisubmarine detection devices. Completing this duty 4 June 1918, the ship operated until the armistice with a special antisubmarine group along the East Coast of the United States.

Following the war *Jouett* conducted training exercises and fleet maneuvers until entering Philadelphia Navy Yard 20 July 1919. She decommissioned 24 November 1919 and remained inactive until being loaned to the Coast Guard 23 April 1924 for use as a cutter. Returned to the Navy 22 May 1931 she was sold for scrap to Michael Flynn Inc., Brooklyn, N.Y.

II

(DD–396: dp. 1,850; l. 390'11"; b. 36'11"; dr. 11'4"; s. 38 k.; cpl. 235; a. 8 5"; 2 1.1"; 9 21" tt.; cl. *Somers*)

The second *Jouett* (DD–396) was laid down 26 March 1936 by Bath Iron Works Corp., Bath, Maine; launched 24 September 1938; sponsored by Mrs. J. R. Todd; and commissioned at Boston 25 January 1939, Comdr. G. W. Clark in command.

Following shakedown training which took *Jouett* to England and Ireland, the ship returned to Norfolk 29 April 1939 and began operating on neutrality patrol along the East and Gulf Coasts. She stood out of Pensacola Bay 15 February 1940 as one of the escorts for *Tuscaloosa* (CA–37), carrying President Roosevelt on a cruise through the Gulf of Panama, returning to Pensacola 1 March 1940. *Jouett* then set course for the Panama Canal and the Pacific, arriving Pearl Harbor for duty 10 April 1940.

The destroyer remained in Hawaiian waters during the next year exercising with America's vital carriers and perfecting tactics. Sailing 18 April 1941, *Jouett* accompanied *Yorktown* (CV–5) through the canal to Cuba, proceeding from there to Port-of-Spain, Trinidad, 19 May. The ship then joined a cruiser and destroyer force under Rear Admiral Jonas H. Ingram charged with guarding against German surface or submarine attacks on American shipping. *Jouett* was at Port of Spain 7 December 1941 when the Japanese attack on Pearl Harbor brought America into the war. The ship then began offensive antisubmarine patrols between Brazil and Africa, helping to keep the all-important ocean supply lines open. She accompanied Army engineers to lonely Ascension Island 30 March 1942 where an airfield was carved from the bleak landscape. *Jouett* convoyed the precious oil tankers from Trinidad south during the months that followed, often attacking submarines with depth charges. In December 1942, the ship returned to Charleston for repairs, but by 21 January 1943 she was back in Natal harbor, Brazil.

Jouett received President Vargas of Brazil 27 January 1943, providing quarters for him and his party during important conferences on board *Humboldt* (AG–121) with President Roosevelt. Following the talks, which cemented relations between the countries and provided for closer naval cooperation, President Vargas departed *Jouett* 29 January.

The veteran destroyer resumed her escort duties in February, and 14 May joined in the search for *U–128* off Bahia, Brazil. Aircraft dropped depth charges on the sub and brought her to the surface where gunfire from *Jouett* and *Moffett* (DD–362) sent her to the bottom. The destroyer continued to serve with Admiral Ingram's crack antisubmarine force, now 4th Fleet, through the rest of 1943. On New Year's Day 1944 she joined *Omaha* (CL–4) for ocean patrol; and the ships intercepted German blockade runner SS *Rio Grande*, with a vital cargo of crude rubber. After the crew abandoned ship, *Omaha* and *Jouett* sank the German ship. This effective closing of the South Atlantic to German blockade runners was demonstrated even more forcefully 5 January when patrol planes reported a strange ship identifying herself as *Floridian*. Intelligence identified her, however, as blockade runner *Burgenlund*. Before aerial attacks could begin *Omaha* and *Jouett* picked her up on radar and closed in. Scuttling charges and the cruiser's gunfire sank her just after 1730.

Jouett returned to Charleston once more in March 1944 and engaged in training operations in Casco Bay, Maine, before sailing for England in convoy 16 May 1944. There she joined a Reserve Fire Support Group for the long-awaited invasion of France. *Jouett* arrived off Omaha beach 8 June, escorting coastal steamers with support troops embarked. She repelled an air attack that day, and until 21 June screened British heavies during shore bombardment and provided antisubmarine screen for the Omaha Beach transport area. The second front established, *Jouett* escorted convoys to and from the Firth of Clyde until 12 July 1944 when she sailed with a convoy for Algeria.

The destroyer arrived at Oran 21 July to prepare for the next major European operation, the invasion of southern France. Departing Naples 14 August, *Jouett* arrived off the Delta assault area next day and, as troops landed, acted as command ship of the Convoy Control Group charged with the smooth routing and unloading of support troops. This duty continued until 3 September, after which the ship operated on patrol out of Toulon. In early October *Jouett* steamed off Cape Ferrat, giving gunfire support to American troops in the bitter fighting ashore. She also destroyed mines off San Remo 9 October, destroyed bridges, and covered Allied minesweeping operations in the area.

Jouett sailed from Oran 31 December 1944 for repairs at Charleston. After refresher training in Casco Bay in April, the battle-tested ship made convoy voyages to England and Cuba before the end of the war 15 August 1945. She decommissioned at Philadelphia Naval Shipyard 1 November 1945 and was scrapped there in 1946.

Jouett received three battle stars for World War II service.

III

(DLG–29: dp. 7,900 (f.); l. 547'; b. 54'9"; dr. 14'9"; s. over 30 k.; cpl. 418; a. Ter. mis., ASROC, 1 5", DASH; cl. *Belknap*)

The third *Jouett* (DLG–29) was laid down 25 September 1962 by Puget Sound Naval Shipyard, Bremerton, Wash.; launched 30 June 1964; sponsored by Mrs. S. J. Ervin, Jr., wife of the Senator from North Carolina; and commissioned 3 December 1966, Captain Robert S. Hayes in command.

Carrying the most modern antisubmarine detection and missile warfare gear, *Jouett* joins the fleet as a ready defender of freedom. Her motto, "Eternal Vigilance," serves as a reminder of the ship's mission in war and peace.

Upon completion of fitting out in February of 1967 *Jouett* was assigned to Cruiser-Destroyer Force, U.S. Pacific Fleet, and operated out of her home port, San Diego.

Joy

A former name retained.

(SP–643): t. 41; l. 93′; b. 11′; dr. 4′; s. 23 k.; cpl. 12; a. 1 mg.)

Joy (SP–643), ex-*Dodger*, was built by B. F. Wood, City Island, N.Y. in 1905, and acquired by the Navy in June 1917 from her owners, T. M. Jones, and P. C. Kauffman of Newport, R.I.

The motor yacht was assigned to the 2d Naval District, Newport, R.I., and was used on patrol only a short time before being declared unserviceable. She was finally returned to her owners 6 May 1919.

Joy (DD–951) was renamed *Turner Joy* (*q.v.*) 26 July 1957 prior to being launched 5 May 1958.

Joy, Daniel A., see *Daniel A. Joy* (DE–585)

Joyance

A former name retained.

(SP–72: t. 119; l. 134′8″; b. 16′; dr. 5′6″; s. 14 k.; a. 1 3-pdr.)

Joyance (SP–72), a steam yacht built in 1907 by Robert Jacobs, City Island, N.Y., was purchased by the Navy from William H. Childs of New York City in May 1917; and commissioned 20 July 1917, Boatswain Martin Grady, USNRF, in command.

Joyance was assigned to the 3d Naval District as a harbor patrol boat, and operated in New York harbor and Long Island Sound. She decommissioned 6 May 1919 and was sold 5 August 1919 to Reinhard Hall at Brooklyn.

Joyce

Philip Michael Joyce was born 23 October 1920 in St. Louis, Mo., and enlisted in the Navy 11 July 1940. Selected for an appointment as a midshipman during his preliminary training, he was commissioned Ensign 28 February 1941. He served on *Langley* (CV–1) until 10 August when he reported to *Peary* (DD–226) for duty in the Pacific. Following the outbreak of war between the

USS *Jouett* (DLG–29) in 1966

United States and Japan, *Peary* suffered heavy damage during an enemy air attack while moored at Cavite, Philippines 10 December. Despite this and two subsequent attacks, *Peary* reached Darwin, Australia, effected repairs and commenced antisubmarine patrols. While anchored in Darwin harbor 19 February 1942 she was destroyed by five bombs which struck her during a devastating, enemy raid. Though fighting to the end, *Peary* went down; and Ens. Joyce perished in a holocaust that only 1 officer and 30 men survived.

(DE–317: dp. 1,200; l. 306′; b. 36′7″; dr. 8′7″; s. 21 k.; cpl. 186; a. 3 3″, 2 40mm., 8 20mm., 3 21″ tt., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Edsall*)

Joycc (DE–317) was laid down 8 March 1943 by the Consolidated Steel Corp., Orange, Tex.; launched 26 May 1943; sponsored by Mrs. Harold T. Joyce, mother of Ensign Joyce; and commissioned 30 September 1943, Lt. Comdr. R. Wilcox, USCG, in command.

After shakedown off Bermuda, *Joyce* joined Escort Division 22 for trans-Atlantic convoy escort duty. Sailing from Norfolk 4 December 1943, she helped escort a 100-ship convoy to North Africa. She returned to New York from Casablanca 31 January 1944, then departed 1 March as part of the escort for a fast convoy bound for Londonderry, Northern Ireland. While steaming 400 miles south of Iceland on the night of 9 March *Joyce* braved two attacks from a German U–boat to rescue 28 survivors from the stricken *Leopold* (DE–319), which was torpedoed while investigating a radar contact. *Joyce* steamed at top speed for Londonderry and arriving 11 March, transferred *Leopold*'s wounded. A week later she departed for New York in company with a westbound convoy, which reached the East Coast 28 March.

Joycc departed New York 15 April for her second escort run to Northern Ireland. While screening for a straggler the following morning she was ordered to direct rescue operations for the gasoline tanker SS *Pan Pennsylvania*, which was torpedoed and set aflame while taking station in the convoy. After picking up 31 survivors, including the tanker's captain, *Joyce* detected a submarine by sonar at 0950 and pressed home an attack. She dropped a deadly pattern of 13 depth charges which forced *U–550* to the surface, bow first, some 2,000 yards to her stern. A screening escort, *Gandy* (DE–764), opened fire and rammed the after section of the U–boat. *Joyce*, *Gandy*, and *Peterson* (DE–152) shelled the submarine, silenced her deck guns and forced the hapless *U–550* to surrender. *Joyce* ordered the Germans to abandon ship, but before a boarding party could seize the captured prize, the Germans scuttled her. Only 40 minutes after *Joyce* had detected her, she plunged stern first beneath the waves. *Joyce* rescued and took prisoner 13 survivors, including the U–boat's skipper, escorted the convoy safely to Londonderry 26 April, and returned in convoy to the United States where she arrived New York 12 May. During the next year *Joycc* conducted eight more escort voyages for convoys bound from New York to Great Britain; she returned to New York from her last convoy run 13 May 1945.

Joycc departed New York 4 June and steamed for ASW and gunnery training with units of Escort Division 22 in the Caribbean. Sailing from Guantanamo Bay 20 June, she transited the Panama Canal the 23d and steamed via San Diego for Pearl Harbor where she arrived 11 July for duty with the Pacific Fleet. She conducted ASW exercises in the Hawaiian operating area until 28 August when she sailed for Saipan Island and Sasebo, Japan, as escort for a convoy of amphibious landing ships. Upon her arrival at Sasebo 22 September, she escorted a convoy of LSTs to the Philippine Islands 3 days later, arriving Leyte Gulf 2 October. She remained in the Philippines on escort duty throughout October and sailed from Guinan, Samar, 4 November with 29 returning veterans for Pearl Harbor. Arriving the 15th, she continued to San Diego 17 November; upon her arrival the 23d she debarked her passengers and received orders to report for duty with the Atlantic Fleet. Sailing from San Diego the 25th, she passed through the Canal 3 December and put into New York harbor on the 10th.

Joycc remained at New York for an inactivation overhaul until 21 January 1946 when she departed for a 3-day voyage to Green Cove Springs, Fla. She remained there and decommissioned 1 May to become a unit of the Florida Group, Atlantic Inactive Reserve Fleet.

With the outbreak in June 1950 of Communist aggression in South Korea *Joycc* was recalled to active duty; taken to Mare Island Naval Shipyard, Vallejo, Calif., where she converted to a radar picket escort (DER–317); and recommissioned 28 February 1951, Lt. Comdr. J. P. McGrady, in command.

Following shakedown along the California coast, she departed 12 May for duty with the Atlantic Fleet; arriving Newport, R.I., 21 June, she joined Escort Squadron 10 and commenced picket duty. She participated in air defense exercises along the New England coast and during the next 8 months made three barrier picket patrols along the Atlantic coast from Newfoundland to Puerto Rico. She steamed from Newport 19 February 1952 in company with Escort Squadron 10 bound for practice barrier patrols in the Caribbean. Cruising the Caribbean from Panama to Trinidad, she returned to Newport 20 March and joined Escort Squadron 16.

After conducting ASW tactics with *Cobbler* (SS–344) in the Virginia Capes Operating Area, she departed Newport 30 June, joined the Eastern Air Defense Force, and commenced radar barrier station patrols to protect North America from surprise attack. Interrupted only by overhauls and refresher training, these picket patrols continued for 5 years; *Joyce* ranged the Atlantic from Nova Scotia and Newfoundland to the Virginia Capes and the West Indies.

Departing Newport 17 July 1957, *Joyce* sailed with her squadron for duty in the Pacific and, via the Dominican Republic, Panama, and San Diego, arrived Pearl Harbor 18 August. Following 6 weeks of training, she commenced radar picket and ASW patrols from Pearl Harbor to Midway Atoll and the Marshall Islands. She departed Pearl 13 May 1958 and sailed for Eniwetok Atoll where she conducted search and rescue operations at the Eniwetok Proving Grounds Area. Returning to Pearl Harbor 17 June, she resumed her picket patrols until 16 March 1960 when she set sail for the West Coast. Arriving Long Beach 22 March, she entered the Naval Shipyard for inactivation overhaul. *Joycc* decommissioned 17 June 1960 and was assigned to the Long Beach Group, U.S. Pacific Fleet Reserve. *Joycc* later transferred to the San Diego, Calif., Group, where she remains.

Joycc received one battle star for World War II service.

Joyita, see *YP–108*

Juan Baptista de Anza, see *Lynx* (AK–100)

Juan de Fuca, see *Araner* (IX–226)

Juanita, see *YP–303*

Jubilant

Shouting with joy; exulting.

(AM–255: dp. 530; l. 184′6″; b. 33′; dr. 9′9″; s. 15 k.; cpl. 105; a. 1 3″, 2 40mm., 6 20mm., 2 dcp., 2 dct.; cl. *Admirable*)

Jubilant (AM–255) was lunched 20 February 1943 by American Shipbuilding Co., Lorain, Ohio; sponsored by Mrs. C. D. Bishop; and commissioned 27 August, Lt. (j.g.) W. P. Sprunt in command.

Jubilant departed Lorain 13 September and steamed via

Quebec and Argentia, Newfoundland for Little Creek, Va. While sailing along the Atlantic coast, she made a submarine contact, 23 October and launched a depth charge and hedgehog attack which resulted in a probable hit. Arriving Little Creek the 23d, she commenced 4 months of minesweeping and escort training, then departed 1 March 1944 for convoy escort duty in the South Atlantic.

She arrived Trinidad, British West Indies 12 March and departed the next day as escort for a convoy bound for Recife, Brazil. Arriving 26 March, she proceeded to Rio de Janerio and Bahia, Brazil before returning to Trinidad 30 May. *Jubilant* made several escort voyages between Trinidad and Brazilian ports and engaged in coastal minesweeping operations before departing Trinidad 23 March 1945 for the United States. Reaching Norfolk, Va., 29 March, she conducted minesweeping operations in the Chesapeake Bay until departing 30 April for convoy duty along the eastern seaboard. On 17 May she returned to Norfolk and resumed minesweeping operations. Serving as a minesweeping training ship, she continued her duty out of Norfolk until 4 March 1946; then she departed for Orange, Tex. Arriving 11 March, *Jubilant* decommissioned 18 May and joined the Atlantic Reserve Fleet.

In order to bolster the fleet during the Korean conflict, *Jubilant* recommissioned 11 May 1951. Departing 24 May, she steamed to Charleston, S.C., to join Mine Squadron 8, Atlantic Fleet, 29 May. For more than 2 years *Jubilant* operated out of Charleston along the Atlantic coast up to the Chesapeake Bay. She cleared Charleston 19 February 1954 and returned to Orange the 28th. *Jubilant* decommissioned 27 April and entered the Atlantic Reserve Fleet. She was redesignated MSF–255 on 7 February 1955. Subsequently, *Jubilant* was stricken from the Navy List 1 May 1962. At present she serves the Mexican Navy as *DM–01* (D–1).

Jubilee

A former name retained.

(Bark: t. 233; a. none)

Jubilee was purchased at Portland, Maine, 28 November 1861 for service as an obstruction in the second stone fleet which was sunk in the Maffitt's Channel approach to Charleston 26 January 1862.

Judah Touro, see *Mink* (IX–123)

Judge Torrence

A former name retained.

(SwStr: t. 700; l. 179'1"; b. 45'6"; dr. 9'; s. 6 k.; a. 2 24-pdr. how. sb.)

Judge Torrence was a steamer purchased by the War Department 10 February 1862 for use as an ordnance ship in the Western Gunboat Flotilla organized by the Army on the Ohio and Mississippi Rivers soon after the outbreak of the Civil War. She was transferred to the Navy 30 September 1862 and commissioned at Cairo, Ill., 25 December, Comdr. Le Roy Fitch in command.

Judge Torrence departed Cairo 14 March 1862 to supply the flotilla with ammunition during operations against Island No. 10. She continued to support Union mortars and gunboats throughout the operations which wrested control of the Mississippi and her tributaries from the South, cutting the Confederacy in two. After the Confederate surrender of Vicksburg Rear Admiral Porter praised *Judge Torrence* and sister ordnance ship *Great Western* for "unremitting attention to their duties during the siege, supplying without delay every requisition made on them by Army and Navy." *Judge Torrence* continued to provide efficient and vital service throughout the war, decommissioning at Cairo 1 August 1865. She was sold at public auction at Mound City to John A. Williamson *et al.* 17 August 1865. Redocumented as *Amazon* 2 January 1866, she served American commerce until she sank after striking a snag off Ozark Island, Ark., 19 February 1868.

Judy, see *YP–592*

Julia

Former names retained.

I

(Sch: t. 53; cpl. 40; a. 2 guns)

In September 1812, Lt. M. T. Woolsey purchased schooner *Julia* for the Navy on Lake Ontario. *Julia,* Sailing Master James Trant in command, sailed from Sackett's Harbor 8 November 1812 with Commodore Chauncey's flotilla. That afternoon lookouts on the American ships spotted HMS *Royal George,* the largest warship yet constructed on the Great Lakes, off False Ducks Island and sent her scurrying into the Bay of Quinté where she escaped in the rapidly falling night. The next morning they again sighted her and resumed the chase. When the British ship reached the shelter of the Canadian batteries at Kingston, Chauncey decided to follow her in to test the strength of the defenses and, if possible, to capture the warship. Led by *Conquest* and *Julia,* Chauncey's daring little vessels, defying the fire from ship and shore, stood toward the harbor entrance.

Approaching nightfall and threatening weather interrupted the raid by forcing Chauncey to haul off to deeper water where he anchored hoping to resume the action with the sunrise.

However, heavy weather on the morning of the 10th ruled out a renewal of the attack and dictated a return to the American base at Sackett's Harbor. As the little flotilla retired, their lookouts spied HMS *Simcoe* and chased her into shoal water. Although fire from *Julia, Thompkins,* and *Hamilton* damaged the British ship considerably, *Simcoe* managed to cross a reef to safety. The audacious attack on Kingston was excellent tonic for the spirit of the flotilla giving Chauncey confidence in the fighting ability of his officers and men and inspiring the crews with respect and admiration for their leaders. At this point a bitter winter interrupted operations until spring.

With the return of good weather, Chauncey's ships sortied from Sackett's Harbor 25 April 1813 for a raid on York (now Toronto), Canada. Two days later, after landing some 1,700 men under General Dearborn, *Julia* and her sister ships supported the American troops with grape at rapid fire, enabling them to beat off counterattacks by Indians and British sharpshooters while taking York. The American loot included large amounts of naval and military stores and British brig *Duke of Gloucester.* Moreover, a 24-gun ship nearing completion was burned at York.

On 8 May, bad weather, which had detained Chauncey at York, cleared enabling his ships to get under way beginning a fortnight's duty transporting and convoying troops and supplies for General Dearborn. On the 27th, *Julia* and *Growler* led the flotilla into the Niagara River to open an attack on Fort George by shelling a British battery dug in near the lighthouse. The other American ships took preassigned positions where they shelled targets ashore. Meawhile Captain Oliver Hazzard Perry directed the disembarkation of troops. In 3 hours, the carefully coordinated attack drove the defenders from the field.

With Fort George in American hands, the British gave up their forts on the Niagara frontier leaving Chauncey and Dearborn in control of the entire Niagara River.

On the night of 7 and 8 August, *Julia* rescued a number of survivors of *Seourge* after that schooner had capsized and sunk in a heavy gale. During the next 3 days, the American flotilla and the British squadron maneuvered

seeking to move into an advantageous position for a general engagement. On the 10th *Julia* and *Growler* were cut off from their sister ships and captured. The British renamed the schooners *Confiance* and *Hamilton* and used them as troop transports until Chauncey recaptured them near False Ducks Islands, 5 October. However, the schooners, having proven unstable in heavy seas, were soon retired from service.

II

(Slp: t. 10; cpl. 7)

The second *Julia* was an English sloop operating out of Nassau captured by Union gunboat *Sagamore* 8 January 1863. When taken some 10 miles north of Jupiter Inlet, Fla., she was attempting to slip through the Union blockade laden with salt badly needed by the Confederacy. She was taken to Key West where she was condemned by a prize court and sold to the U.S. Navy.

She was place in service 15 February, Acting Master's Mate L. C. Coggeshall in charge, and used as a tender to Northern blockaders along the coast. *Tahoma*, *Pursuit*, and *Eugenie* were among the ships she assisted during the war. On 20 February, she shared in the capture of bark *Stonewall*. She was broken up and sold at Key West in 1865.

Julia Eleanor, see *Egret* (AMc–24)

Julia Hamilton

A former name retained.

(Sch: l. 55′; b. 16′; 4′6″; cpl. 3; a. none)

Julia Hamilton, a wooden schooner, was acquired by the Navy from the Maryland Conservation Commission and enrolled in the Naval Coast Defense Reserve 17 August 1917. Assigned to the 5th Naval District, she served in Cheasapeake Bay out of Norfolk, Va. She was returned to her owner 28 March 1918.

Julia Luckenbach

Former name retained.

(Str: dp. 16,533; l. 456′6″; b. 57′2″; dr. 31′6″; s. 14 k; cpl. 70; a. 1 4″, 1 3″)

Julia Luckenbach, a cargo ship, was built 1917 by Fore River Shipbuilding Co., Quincy, Mass. for the Luckenbach S.S. Co.; she was taken over by the Navy 7 August 1918, and commissioned 15 August, Lt. Cmdr. George C. Benner, USNRF, in command.

Assigned to NOTS, *Julia Luckenbach* sailed from New York 10 September with vital cargo for the European forces, arriving Marseilles 2 weeks later. After the Armstice was signed 11 November 1918, she continued transporting cargo to France while returning to the United States with troops, patients, and other veterans who had fought well to make "the world safe for democracy." *Julia Luckenbach* arrived in New York from her final cruise in July 1919 and remained there until she decommissioned 9 September 1919. She was returned to her owners the same day.

Juliet

A former name retained.

(StwStr; t. 157; l. 155′6″; b. 30′2″; dr. 5′; s. 4 mph.; a. 6 24-pdr. how.)

Juliet was built at Brownsville, Pa., in 1862 and purchased by the Navy at Cincinnati 1 November 1862. After receiving armorplate protection, she commissioned 14 December, Acting Volunteer Lieutenant Edward Shaw in command.

Assigned to the Mississippi Squadron and ordered to the vicinity of Vicksburg, *Juliet* helped clear the Yazoo River of torpedoes 23 December in prepration for General Sherman's valiant but unsuccessful attack on the Chickasaw Bluffs, which protected Vicksburg. She remained in the Yazoo until 2 January 1863 when she followed the transports and other gunboats downstream, covering their withdrawal to the Mississippi.

On 6 January Rear Admiral Porter assigned *Juliet* to 1st Division of Light Draft Gunboats where she served the Mississippi Squadron as an escort vessel maintaining communications along the river and protecting the vital flow of shipping which sustained military and naval strength throughout the campaigns and cut the Confederacy in two with the fall of Vicksburg and Port Hudson.

The most dangerous service during the faithful tinclads career came during the Red River expedition. Admiral Porter's gunboats, in cooperation with General Banks, had ascended the Red River in an effort to replant the United States flag on Texas soil as a check against French interference in Mexico and to encourage the reestablishment of loyal state governments in Louisiana and Arkansas. While the Union ships were at Springfield Landing making preparations to clear away the sunken hulk of an old steamer which had stopped their progress toward Shereveport, La., a messenger arrived with word that General Banks had suffered a severe defeat near Mansfield and was falling back to Grand Ecore. Reluctantly Porter ordered the gunboats to reverse course. During the passage down, the Northern gunboats were severely punished by fire from Confederate shore batteries. On 26 and 27 April *Juliet* again and again fought off cannon and musketry, suffering 16 casualties including 2 killed and heavy damage to the ship. Skillful repair work under the most trying conditions kept the vessel afloat and finally enabled her to pass the batteries.

After repairs at Cairo, *Juliet* recommissioned 6 September and returned to duty with the Mississippi squadron, serving as an escort and patrol vessel. After the end of the war, *Juliet* decommissioned at Mound City 30 June 1865, and was sold at public auction there to Philip Wallach 17 August 1865. Redocumented *Goldina* that day, she was stranded 31 December and abandoned.

Juliette W. Murray

Former name retained.

Juliette W. Murray, a tug, was acquired by the Navy 5 March 1918 and commissioned 1 June 1918. She operated in the 5th Naval District on a full ship basis until she decommissioned and subsequently returned to her owners 30 November 1918.

Julius A. Furer

Julius Augustus Furer, naval constructor, inventor, administrator, and author, was born 9 October 1880 at Mosel, Wis. Appointed to the Naval Academy in 1897, he graduated at the head of his class in 1901. After sea duty in *Indiana* and *Shubrick*, he acquired a Master of Science degree from the Massachusetts Institute of Technology in 1905.

In the era of great naval expansion after the Spanish-American War, Furer established a reputation for professional competence in his remarkably expeditious outfitting of the Navy Base at Charleston, S.C., which at that time lacked a physical plant, natural resources, and a skilled shipbuilding labor force.

While serving in the Philadelphia Navy Yard in 1911, he applied new theories of scientific management. His advanced thinking and methods of procurement brought him the added task of purchasing all tools, machinery, and dock facilities for the Navy's new base for the Pacific Fleet—Pearl Harbor. Furer installed the equipment in 18 months, but delayed his departure when *F–4* (SS–23) sank in 50 fathoms off Honolulu. He insisted on salvaging her, and invented a submersible pontoon which raised the boat and enabled her to be moved to drydock. An investigation of her hull revealed a design error which was corrected to avoid similar accidents.

Furer returned to Washington late in 1915 and took charge of the Supply Division, Bureau of Construction and Repair. Against some opposition by advocates of smaller vessels, he proposed the construction of 110-foot submarine chasers to meet the threat of the German U-boat. Furer's arguments persuaded the Navy's General Board to order 450 vessels constructed on Furer's basic design. These contributions to the American war effort earned Furer the Navy Cross.

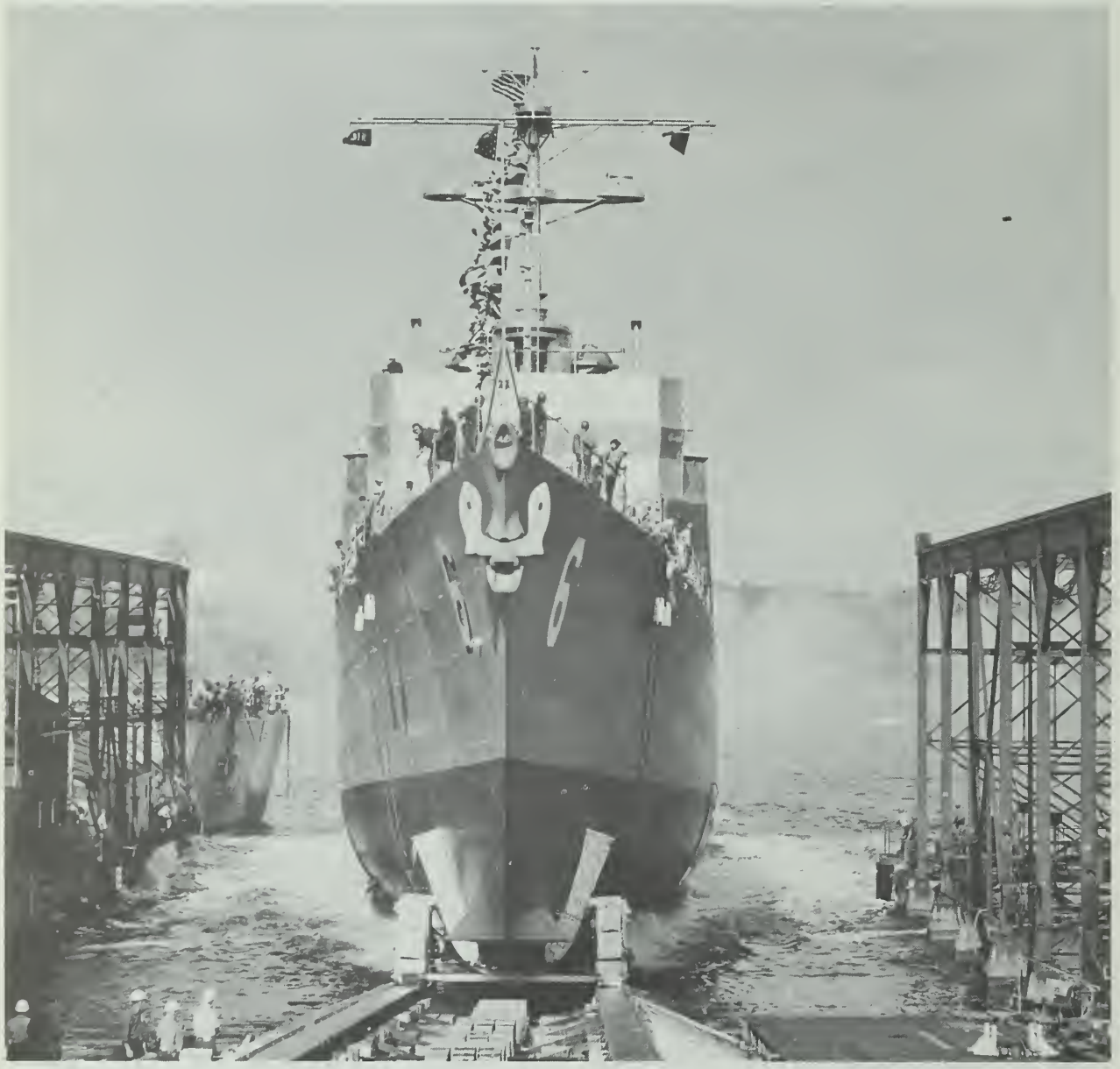
Following the war, he reported to the staff of the Commander in Chief, Pacific Fleet, and tirelessly devoted his talent to the improvement of damage control, ship design, and crew comfort. From December 1922 to April 1927, he was a member of the U.S. Naval Mission to Brazil. Furer next was assigned to the Asiatic Station, where he developed extensively the aircraft facilities at Cavite, Philippine Islands.

In 1928, he became Manager of the Industrial Department of the Philadelphia Navy Yard, and supervised the modernization of battleships *Pennsylvania* and *New Mexico*. Under his management, the yard set records for low costs and speed of construction.

Between July 1935 and December 1937, Furer was Naval Attaché at embassies in London, Paris, Berlin, and Rome. His technical advice aided the American delegation to the London Naval Conference in 1936.

A Rear Admiral at the outbreak of World War II, he became the Coordinator of Research and Development, and the senior member of the National Research and Development Board. He coordinated widespread research that speeded development of modern weapons systems for the Navy. These services won Furer the Legion of Merit 30 June 1945.

Julius Furer retired from active service in 1945, but was recalled to duty in the Navy's History Division in 1951. During a second retirement, he wrote the widely acclaimed study, *Administration of the Navy Department in World War II*, published in 1960.



USS *Julius A. Furer* (DEG–6) Bath Iron Works Corp. 22 July 1966

Rear Admiral Julius A. Furer died 6 June 1963 and is buried at Arlington National Cemetery.

(DEG-6: dp. 3,426 t.; l. 414'6"; b. 44'1"; dr. 24'6"; s. 27.2 k.; cpl. 248; a. 1 5", 1 Tar. mis., 1 DASH; cl. *Brooke*)

Julius A. Furer was launched 22 July 1966 by the Bath Iron Works, Bath, Maine; and sponsored by Mrs. Julius A. Furer, widow of Rear Admiral Julius A. Furer. Commissioned 11 November 1967.

Julius A. Raven

Julius Arthur Raven was born in New York City 6 January 1918. He enlisted in the United States Naval Reserve as Seaman Second Class 5 June 1939 at New York. He was discharged and accepted an appointment as Aviation Cadet 5 September 1939. After preliminary flight training at the Naval Reserve Aviation Base, Floyd Bennett Field, Brooklyn, he was assigned advanced training at Pensacola, Fla. After flight school Raven was assigned to a patrol squadron in the Pacific. He was awarded the Air Medal for meritorious achievement and extreme courage while effecting a rescue at sea 25 June 1942. While returning from a combat mission and flying over enemy controlled waters, he sighted grounded *S-27* (SS-132). Disregarding the danger to his life, Lt. (j.g.) Raven skillfully and coolly landed in a rough sea, embarked 13 of the submarine's crew, and took off—all without damage to his plane—to safely return them to Dutch Harbor. All of the men of *S-27* were later rescued due to the intelligence provided by Lt. (j.g.) Raven. He posthumously received the Distinguished Flying Cross for action against enemy forces during the Aleutian Islands Campaign, conducting dangerous reconnaissance and bombing runs on Kiska Island until being lost at sea while on a mission 9 August 1942.

(APD–110: dp. 1,650; l. 306'; b. 37'; dr. 12'7"; s. 23 k.; cpl. 204; a. 1 5", 6 40mm., 6 20mm., 2 dct.; cl. *Crosley*)

Julius A. Raven (APD–110) was laid down as DE–600 on 26 January 1944 by Bethlehem Steel Co., Hingham, Mass.; launched 3 March 1944; sponsored by Mrs. Irene E. Raven, widow of Lt. (j.g.) Raven; reclassified APD–110, 17 July 1944; and commissioned 28 June 1945, Comdr. William J. Barney, Jr., USNR, in command.

After shakedown training in the Caribbean, *Julius A. Raven* served as a training ship at Miami for student officers until she decommissioned 31 May 1946 at Green Cove Springs, Fla., joining the Reserve Fleet. In July 1959 she joined the Texas Group, Atlantic Reserve Fleet, where she remained until struck from the Navy List 15 January 1966 after transfer on loan as *Ung Po* (APD–83) to the Republic of Korea 13 January 1966 under the Military Assistance Program.

Junaluska

Junaluska, Chief of the Cherokee Indians in North Carolina, led his warriors in support of General Andrew Jackson during the Creek Indian War of 1813. For this service Junaluska was granted United States citizenship.

(YT–176: dp. 206; l. 102'; b. 25'; dr. 10'; s. 12 k.; a. 2 30 cal. mg.)

Junaluska (YT–176) was built by the Gulfport Boiler & Welding Co., Port Arthur, Tex., in 1941 as *Gulfport Hull 189;* acquired by the Navy from the General Motors Corp. 4 June 1941; and commissioned at Port Arthur, Tex., 23 October, Ens. D. A. Tufts in command.

Junaluska, sailing from Port Arthur 3 November for the Atlantic coast and via Key West arrived Hampton Roads, Va., 23 November, and reported for duty with the Atlantic Fleet. Three days later she departed for the Naval Operating Base, Argentia, Newfoundland. Steaming via Boston, she arrived Argentia 16 December. She immediately commenced duty as a yard tug, assisting destroyers, escort ships, and merchantmen to and from the harbor as they departed or returned from the busy North Atlantic convoy routes. She towed targets during air and naval gunnery practice and tended the ASW defense nets that protected Placentia Bay.

Except for a visit to Portsmouth, N.H., and Boston for repairs from 21 October to 10 December 1942, she served at Argentia throughout World War II. She was reclassified as YTB–176 on 15 May 1944. After the cessation of hostilities, *Junaluska* subsequently returned to Boston where she decommissioned 30 September 1947 and was placed in service assisting ships of the Navy to and from Boston Harbor. Reclassified YTM–176 on 1 February 1962, the tug continues to perform this necessary duty into 1967.

Juneau

Capital city of Alaska named after the American pioneer Joe Juneau, who, with his partner Dick Harris, founded a miners camp in 1880 where the city, Juneau, now stands.

I

(CL–52: dp. 6,000; l. 541'6"; b. 53'2"; dr. 16'4"; s. 32 k.; cpl. 623; a. 16 5", 16 1.1", 8 20mm., 6 dcp., 2 dct.; cl. *Atlanta*)

Juneau (CL–52) was laid down by Federal Shipbuilding Co., Kearny, N.J., 27 May 1940; launched 25 October 1941; sponsored by Mrs. Harry I. Lucas, wife of the Mayor of the city of Juneau; and commissioned 14 February 1942, Captain Lyman K. Swenson in command.

Following a hurried shakedown cruise along the Atlantic coast in the spring of 1942, *Juneau* assumed blockade patrol in early May off Martinique and Guadaloupe Islands to prevent the escape of Vichy French Naval units. She returned to New York to complete alterations and operated in the North Atlantic and Caribbean from 1 June to 12 August on patrol and escort duties. The cruiser departed for the Pacific Theater 22 August.

After stopping briefly at the Tonga Islands and New Caledonia, she rendezvoused 10 September with Task Force 18 under the command of Rear Admiral Leigh Noyes, flying his flag in *Wasp* (CV–7). The following day Task Force 17, which included *Hornet* (CV–8), combined with Admiral Noyes' unit to form Task Force 61 whose mission was to ferry fighters to Guadalcanal. On 15 September *Wasp* took three torpedo hits from the Japanese submarine *I–19*, and, with fires raging out of control, was sunk at 2100 by *Lansdowne* (DD–486). *Juneau* and screen destroyers rescued 1,910 survivors of *Wasp* and returned them to Espiritu Santo, New Hebrides, 16 September. The next day the fast cruiser rejoined Task Force 17. Operating with the *Hornet* group, she supported three actions that repulsed enemy thrusts at Guadalcanal: the Buin-Fasi-Tonolai Raid; the Battle of Santa Cruz Island; and the Naval Battle of Guadalcanal (Third Savo).

The ship's first major action was the Battle of Santa Cruz Island 26 October. On 24 October *Hornet's* task force had combined with the *Enterprise* (CV–6) group to reform Task Force 61 under the command of Rear Admiral Thomas C. Kinkaid. This force positioned itself north of the Santa Cruz Islands in order to intercept enemy units that might attempt to close Guadalcanal. Meanwhile, on Guadalcanal, the Japanese achieved a temporary breakthrough along Lunga Ridge on the night of 25 October. That short-lived success evidently was a signal for enemy surface units to approach the island.

Early in the morning 26 October, U.S. carrier planes uncovered the enemy force and immediately attacked it, damaging two Japanese carriers, one battleship, and three cruisers. But while our aircraft were locating and engaging the enemy, American ships were also under fire. Shortly after 1000 some 27 enemy aircraft attacked *Hornet*. Though *Juneau* and other screen ships threw up an effective AA barrage which splashed about 20 of the attackers,

Hornet was badly damaged and sank the next day. Just before noon *Juneau* left *Hornet*'s escort for the beleaguered *Enterprise* group several miles away. Adding her firepower, *Juneau* assisted in repulsing four enemy attacks on this force and splashing 18 Japanese planes.

That evening the American forces retired to the southeast. Although the battle had been costly, it, combined with the Marine victory on Guadalcanal, turned back the attempted Japanese parry in the Solomons. Furthermore, the damaging of two Japanese carriers sharply curtailed the air cover available to the enemy in the subsequent Naval Battle of Guadalcanal.

On 8 November *Juneau* departed Noumea, New Caledonia, as a unit of Task Force 67 under the command of Rear Admiral R. K. Turner to escort reinforcements to Guadalcanal. The force arrived there early morning 12 November, and *Juncau* took up her station in the protective screen around the transports and cargo vessels. Unloading proceeded unmolested until 1405 when 30 Japanese planes attacked the alerted United States group. The AA fire was devastating, and *Juneau* alone accounted for six enemy torpedo planes shot down. The few remaining attackers were pounced on by American fighters; only one bomber escaped. Later in the day an American attack group of cruisers and destroyers cleared Guadalcanal on reports that a large enemy surface force was headed for the island. At 0148 on 13 November Rear Admiral D. J. Callaghan's relatively small Landing Support Group engaged the enemy. The Japanese force of 18 to 20 ships, including 2 battleships, far outnumbered and outgunned his force, but did not outfight it.

American gunnery scored effectively almost immediately sinking an enemy destroyer. *Juneau* teamed with *Atlanta* (CL–51) to destroy another as the two forces slugged it out at close range. During the exchange *Juneau* was struck on the port side by a torpedo causing a severe list and necessitating withdrawal. Before noon 13 November, the battered American force began retirement. *Juneau* was steaming on one screw, keeping station 800 yards on the starboard quarter of the likewise severely damaged *San Francisco* (CA–38). She was down 12 feet by the bow, but able to maintain 13 knots. A few minutes after 1100 three torpedoes were launched from the Japanese submarine *I–26*. *Juneau* successfully avoided two, but the third struck her at the same point which had been damaged during the surface action. There was a terrific explosion; *Juneau* broke in two and disappeared in 20 seconds. The gallant ship with Captain Swanson and most of her crew, including the five Sullivan brothers, was lost. Only 10 members of the crew survived the tragedy.

Juneau received four battle stars for World War II service.

II

(CL–119: dp. 6,000; l. 541'6"; b. 53'2"; dr. 16'4"; s. 32 k.; cpl. 623; a. 12 5", 2 3-pdrs., 24 40mm., 4 20mm; cl. *Juneau*)

The second *Juneau* (CL–119) was laid down by Federal Shipbuilding Co., Kearny, N.J., 15 September 1944; launched 15 July 1945; sponsored by Mrs. E. L. Bartlett; and commissioned 15 February 1946, Captain Rufus E. Rose in command.

Juneau spent her first year of commissioned service in operations along the Atlantic seaboard and Caribbean. Prior to the Korean War, she deployed three times in the Mediterranean. The ship cleared New York 16 April 1947, and joined the 6th Fleet at Trieste 2 May where she aided in stabilizing the unresolved question of territorial ownership between Italy and Yugoslavia. During an extended tour of Greece, she provided ample warning to the communists that aggression would not go unchallenged. The ship returned to Norfolk 15 November for training, and was back on duty with the 6th Fleet from 14 June to 3 October 1948 and again from 3 May to 26 September 1949. As on her first cruise, she ranged the Mediterranean to assure Europeans and Africans of our intention to guard world peace and freedom.

Having been reclassified CLSS–119 on 18 March 1949, *Juneau* departed Norfolk 29 November for the Pacific. She arrived Bremerton, Wash., 15 January 1950 and took part in operations along the Pacific coast. On 22 April she became flagship for Rear Admiral J. M. Higgins, Commander CruDiv 5, and reported for duty in Yokosuka, Japan, 1 June where she began surveillance patrols in the Tsushima Straits. When the Korean War broke out on 25 June, *Juneau* was one of the few ships immediately available to Vice Admiral C. Turner Joy, Commander of Naval Forces, Far East. She patrolled south of the 38th parallel to prevent enemy landings, conducted the first shore bombardments 29 June at Bokuko Ko, destroyed enemy shore installations, engaged in the first naval action 2 July when she sank three enemy torpedo boats near Chumonchin Chan, and supported raiding parties along the coast. On 18 July *Juneau's* force, which included British units, laid down a deadly barrage on enemy troop concentrations near Yongdok which slowed down the North Korean advance southward.

The ship departed Sasebo Harbor 28 July and made a sweep through Formosa Straits before reporting for duty with the 7th Fleet at Buckner Bay, Okinawa, 2 August. She became flagship of the Formosa Patrol Force 4 August, remaining until 29 October when she joined the Fast Carrier Task Force operating off the east coast of Korea. The ship conducted daily plane guard for the attack carriers, and returned to Long Beach, Calif., 1 May 1951 for overhaul and a period of operations off the Pacific coast and in Hawaii. She returned to Yokosuka 19 April 1952 and conducted strikes along the Korean coast in coordination with carrier planes until returning to Long Beach 5 November.

Juneau engaged in training maneuvers and operations until 7 April 1953 when she arrived Norfolk to rejoin the Atlantic Fleet. On 13 May the cruiser departed for

USS *Juneau* (CL–52)

duty with the 6th Fleet once again, and returned home 23 October. She operated in the Atlantic and Caribbean until 18 November 1954, then returned to the Mediterranean for her last tour of duty. After her return to the East Coast 23 February 1955, she was placed in reserve at Philadelphia 23 March 1956, and remained inactive until decommissioned 23 July 1956. The ship was then attached to the Philadelphia Group of the Atlantic Reserve Fleet until 1 November 1959 when she was struck from the Navy List. *Juneau* was sold for scrapping to Union Metals & Alloys Corp., New York, in 1962.

Juneau received five battle stars for Korean War service.

III

(LPD–10: dp. 16,900; l. 569'9"; b. 84'; dr. 21'6"; s. 20 k.; cpl. 493, trp. 930; a. 8 3"; cl. *Cleveland*)

The third *Juneau* (LPD–10) was laid down by Lockheed Shipbuilding & Construction Co., Seattle, Wash., 23 January 1965; launched 12 February 1966; sponsored by Mrs. William A. Egan, wife of the Governor of Alaska; and scheduled to be commissioned early in 1969.

Junemma, see *YP–130*

Juniata

A river in Pennsylvania emptying into the Susquehanna.

I

(ScSlp: t. 1,240; dr. 15'3½"; s. 9 k.; cpl. 160; a. 1 100-pdr. P.r, 1 11" D.sb., 4 30-pdr. P.r., 1 12-pdr., 4 24-pdr. how.)

The first *Juniata* was a steam sloop of war launched at Philadelphia Navy Yard 20 March 1862; sponsored by Miss Angela Turner; and commissioned there 4 December, Comdr. John M. B. Clitz in command.

Scheduled for service in the West Indies, *Juniata* was temporarily assigned to the North Atlantic Blockading Squadron and stationed at Norfolk, where her guns could help defend the area while machinery defects were corrected at the Navy Yard. She departed Hampton Roads for the West Indies 26 April 1863 and 4 days later captured schooner *Harvest* bound for Nassau, New Providence, with a cargo of cotton. She joined the West Indies Squadron at Havana 5 May. She captured English steamer *Victor* about 8 miles off Morro Castle, Cuba, 28 May and took schooner *Fashion* 13 June loaded with chemicals critically needed by the Confederacy. The next day she captured English schooner *Elizabeth*, and *Don Jose* 2 July.

Juniata continued to cruise in the West Indies convoying California-bound ships to safe waters and alertly watching for signs of Confederate cruisers and blockade runners until she sail for New York 24 November, arriving there 2 December. Under repairs at Philadelphia during the first half of 1864, *Juniata* departed 12 August in search of Confederate cruiser *Tallahassee* reported off Sandy Hook, N.J. Five days later she anchored in Hampton Roads and joined the North Atlantic Blockading Squadron. She operated out of Hampton Roads until steaming to Wilmington early in December in preparation for forthcoming offensive operations against that powerful stronghold and blockade running center. She was in the thick of the fighting during the first attack on Fort Fisher, closing Southern batteries to get in position for effective bombardment. Her daring upon this occasion, which cost her 2 officers and 3 men killed and 11 men wounded, was again displayed during the second attack on Fort Fisher between 13 and 15 January 1865. Five more of her men were killed and 10 wounded in this assault which wrestled Wilmington from Southern hands, sealing off the Confederacy from effective foreign aid.

Juniata was transferred to the South Atlantic Blockading Squadron 18 January and arrived Charleston Roads the next day. After a brief visit to Port Royal, S.C., to repair some of the damage sustained in the furious action at Fort Fisher, she participated in the expedition to Bull's Bay in support of General Sherman's drive north through 17 February.

Juniata received orders 23 February to cruise along the coast of Brazil as far south as Buenos Aires protecting American citizens and interests. After extensive repairs she departed Port Royal on this assignment 17 June and arrived Bahia, Brazil, 8 August bringing that city its new United States consul. With the exception of a cruise to the coast of Africa from 12 June to 30 September 1866, she remained in South American waters until 30 April 1867 when she sailed from Rio de Janeiro for home, arriving Philadelphia 24 June.

Juniata decommissioned at Philadelphia Navy Yard 29 June and remained there until recommissioned 19 July 1869 and departed for Europe. She served, in European waters until 18 June 1872 when she sailed for the United States arriving Boston Navy Yard 29 June. She decommissioned 10 July.

Juniata recommissioned 10 February 1873 serving on the northeast coast until 26 June when she got underway for St. John's, New Foundland en route to the west coast of Greenland to assist *Tigress* in her quest for survivors of *Polaris* which had come to grief exploring the Arctic. *Juniata* steamed as far north as Upernavik some 250 miles above Godhaven, Greenland, where she supplied *Tigress*. She returned to New York 1 November 1873.

After a cruise to the Caribbean, *Juniata* sailed for the European Station 6 May 1874 and remained on duty there until she returned to the United States, arriving Baltimore 6 February 1876. She decommissioned at Norfolk 1 September.

Juniata recommissioned at New York Navy Yard 30 October 1882, Comdr. George Dewey in command, and departed on a voyage which took her around the World through the Strait of Gibraltar, the Suez Canal, to Bombay, Batavia, Singapore, and Hong Kong, among her many ports of call. She returned to New York 10 December 1885 and operated from that port until she sailed for the Pacific 16 August 1886. She again returned to New York 4 February 1889 and decommissioned 28 February. *Juniata* was sold at Navy Yard, Portsmouth, N.H., 25 March 1891 to Herbert H. Ives.

II

(SP–602: t. 142; l. 139'6"; b. 17'; dr. 6'; s. 17 k.; 1 3-pdr., 1 1-pdr., 2 mg.)

The second *Juniata* (SP–602), a motor yacht, was built in 1911 by Robert Jacobs, City Island, N.Y., and acquired by the Navy 1 June 1917 from her owner, G. W. Elkins, of Philadelphia. She commissioned at Philadelphia Navy Yard 1 June, Lt. (j.g.) W. G. Morse, USNRF, in command.

Assigned to the 4th Naval District, *Juniata* was based at Lewes, Del. She performed patrol duties in Delaware Bay until decommissioning 13 July 1918 and was returned to her owner 25 July 1918.

III

(IX–77: t. 242; l. 134'; b. 28'2"; dr. 17'5"; s. 11 k.)

The third *Juniata*, formerly *Vega*, was built in 1930 by Krupp, of Kiel, Germany, and purchased by the Navy from her owner, H. W. Rohl, of Los Angeles, in 1942. Delivered 20 July, she was placed in service 11 August 1942.

Juniata was assigned to the Western Sea Frontier and was based at San Francisco. She alternated with other ships on patrol on the great circle route to Hawaii, steaming to and from her station some 500 miles west of Eureka, Calif. *Juniata* was placed out of service at Treasure Island, San Francisco, 1 January 1945, returned to the Maritime Commission, and sold to a private owner in June 1945.

USS *Juniata*—dual propulsion by sail and steam

Juniata County

A county in south-central Pennsylvania.

(LST–850: dp. 1,625; l. 328′; b. 50′; dr. 14′1″; s. 12 k.; cpl. 226; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–850 was laid down by Chicago Bridge & Iron Co., Seneca, Ill., 15 August 1944; launched 3 November 1944; sponsored by Mrs. Mildred Margaret Tegge Honig; and commissioned at New Orleans, La., 27 November 1944, Lt. Perry B. Hazard in command.

After shakedown off the coast of Florida, *LST–850* loaded military cargo at Gulfport, Miss., and departed New Orleans for the Pacific 31 December. Steaming via the Panama Canal and San Diego, she reached Pearl Harbor 1 February 1945. On 20 February she sailed with five other landing ships for the Solomons, arriving Guadalcanal 7 March. After loading a cargo of LVT's, she departed 19 March, touched at Eniwetok 25 March, and reached Guam the 31st. There she unloaded her cargo before steaming to Saipan 3 April to prepare to support operations at Okinawa.

Between 12 and 14 April *LST–850* embarked Seabees and loaded construction and combat equipment; then she departed 20 April for that strategic island, which lay at the gateway to the heart of the Japanese Empire. Arriving 27 April, she discharged troops and cargo despite intermittent enemy air attacks. From 7 to 13 May she returned to Saipan where she embarked 371 officers and men of the 2d Marine Division and loaded a cargo of LTV's. Sailing 24 May, she arrived Okinawa 30 May. On 3 June, and again on 9 June, she carried these seasoned veterans of the Pacific fighting for amphibious assaults against Iheya Shima and Aguni Shima. Departing in convoy 18 June, she reached Saipan the 24th; and, after embarking Seabees at Guam, she returned to Okinawa 28 July. Sailing once more for the Marianas 8 August, she arrived Saipan 14 August as Japan accepted Allied peace terms and agreed to surrender.

Assigned to transport occupation forces to Japan, *LST–850* steamed via Leyte to Manila Bay, Luzon, where she embarked Army troops and departed in convoy for Japan. She entered Tokyo Bay 11 September and discharged her troops. Departing Tokyo early in October, during the next month she returned to Luzon, embarked additional troops, and carried them to Yokohama where she arrived 4 November. After supporting occupation landings along the coast of Honshu, she sailed in mid-November for the United States. She sailed via Saipan and Pearl Harbor and arrived Astoria, Oreg., 30 December.

LST–850 operated out of Astoria during the next 10 months and then was placed in commission in reserve 17 May 1946. She transferred to Portland in October, decommissioned 18 January 1947, and entered the Pacific Reserve Fleet. While berthed in the Columbia River, she was named *Juniata County* 1 July 1955. She was recommended for use as a target to destruction 20 October 1958. Her name was struck from the Navy List 1 November 1958.

LST–850 received one battle star for World War II service.

Juniper

A genus of evergreen shrubs and trees.

I

(ScStr: t. 116; l. 79′6″; b. 18′4″; dr. 9′; s. 10 k.; cpl. 26; a. 1 20-pdr. P.r., 1 12-pdr. heavy r.)

The first *Juniper* was purchased at New York from Solomon Thomas 7 June 1864; and commissioned at New York Navy Yard 11 July 1864.

Juniper sailed for Washington via Hampton Roads arriving at the Washington Navy Yard 17 July 1864. Two days later she was attached to the Potomac Flotilla where she served during the remainder of the war performing varied duties as a tug, dispatch vessel, and patrol ship. She sailed from the lower Potomac 5 May 1865 for the Washington Navy Yard, where she decommissioned 26 May. *Juniper* was sold to the Treasury Department for service under the Lighthouse Board 29 June 1865.

II

(ScStr: l. 90′; b. 18′; a. none)

The second *Juniper* was a lighthouse tender built in Baltimore in 1903. She was transferred to the Navy with the entire Lighthouse Service by Executive order 11 April 1917 and served the Navy as a patrol vessel. She was returned to the custody of the Department of Commerce 1 July 1919.

Laid down 2 October 1940, *Juniper* (YN–15) was renamed *Elder* (*q.v.*) 16 October.

Jupiter

The largest planet in the solar system.

I

Navy collier *Jupiter* (AC–3) was converted into the Navy's first aircraft carrier and renamed *Langley*, (*q.v.*) 21 April 1920.

II

(AK–43: dp. 4,350; l. 459'2", b. 63'1 dr. 25'10"; s. 10 k.; cpl. 245; a. 14", 13", 4 20 mm.; cl. *Aldebaran*)

Jupiter (AK–43) was built in 1939 as *Flying Cloud* by Federal Shipbuilding & Drydock Co., Kearny, N.J.; she was later renamed *Santa Catalina.* She was acquired by the Navy 19 June 1941; the next day renamed *Jupiter*; and commissioned 22 August 1942, Lt. Comdr. D. S. Baker in command.

Jupiter departed San Diego 1 September for operations in the Pacific as the American campaign in the Solomon Islands was getting under way. From September through December she carried supplies and troops to staging areas for the Navy's first great offensive in the Pacific. She continued to discharge cargo in the Solomon Islands through the early part of 1943, bringing invaluable support to the closing phases of the Guadalcanal campaign.

Jupiter departed Espiritu Santo 1 February, commencing a series of three cruises to San Francisco for supplies and personnel. On the first of these voyages she returned captured Japanese equipment, including a "Betty" bomber, a "Tony" fighter, and several "long lance" torpedoes.

The cargo ship returned to battle during the Gilbert Islands invasion late November, landing equipment to aid in the successful assault on Tarawa. *Jupiter* then continued cargo operations until she was assigned to the 5th Amphibious Forces in April 1944 for the Marianas campaign. She departed Pearl Harbor 30 May and arrived in the Saipan assault area 15 June. She discharged her cargo despite constant enemy air attack and 10 days later proceeded toward Eniwetok.

Following a summer of amphibious rehearsals, *Jupiter*, under Comdr. J. M. Bristol, departed Guadalcanal 8 September to support the invasion of the Palau Islands. She unloaded her cargo without incident and returned to Manus to prepare for the important Philippine invasion. Departing Hollandia 16 October, she arrived at Leyte and commenced unloading cargo 22 October. As other units of the fleet were engaging the Japanese in the famed "Battle of Leyte Gulf", *Jupiter* returned to the Marianas to pick up additional material. She continued reinforcing units in the Philippines until she steamed into Ulithi 23 January 1945 to prepare for the next Campaign.

When continued progress along the "road to Japan" required a stop-over base for B–29 raids on Tokyo, Iwo Jima was selected. *Jupiter* got underway 16 February with cargo and units of the 3d Marine Division to secure this fortified atoll. After unloading her cargo under most difficult conditions, she remained in the area until Japanese resistance had ceased 16 March.

After repairs at Pearl Harbor, *Jupiter* departed Hawaii 1 May with supplies for American troops fighting for Okinawa. She returned to San Francisco 27 July for conversion to an aviation supply ship and was redesignated AVS–8, 31 July 1945. Following replenishment-at-sea exercises the following year, she supported outlying bases and ships until decommissioning at San Diego 23 May 1947 and joining the reserve fleet.

In June 1950 a new threat to world peace exploded in Asia–Communist aggression in South Korea. The United States answered this challenge by dispatching troops and supplies to the war-torn peninsula. *Jupiter* recommissioned 10 October 1950, Comdr. H. R. McKibben in command, and sailed for Yokosuka, Japan, 8 January 1951. Arriving 29 January, she operated out of Japan, replenishing units fighting ashore until returning to San Francisco 11 August 1952. After operations along the West Coast, the supply ship returned to the war zone in March 1953 to supply troops and replenish carriers engaged in air strikes on the Korean peninsula. Following the cessation of hostilities, *Jupiter* returned to the West Coast 3 October.

This active ship was again deployed to the Pacific in 1954 to replenish ships in the tense Formosa area. The 7th Fleet prevented any major crisis from developing, and *Jupiter* steamed into San Francisco 20 October 1954. She resumed her operations in the Far East March 1955; this time for an extended period. For the next 9 years (1955–63) she operated out of Yokosuka, replenishing units of the 7th Fleet, as it took on greater roles in "keeping the peace". During *Jupiter*'s service in the Far Pacific, the 7th Fleet averted major crises in Formosa, Indonesia, and Laos; and played an important part in the Vietnam struggle. She continued to carry vital supplies to the Far East until struck from the Navy List 1 August 1965. *Jupiter* was then transferred to the Maritime Administration and joined the National Defense Reserve Fleet at Olympia, Wash., where she remains.

Jupiter received six battle stars for World War II and seven battle stars for Korean conflict service.

Jupiter, see *Elder* (AN–20)

USS *Jupiter* (AC–3) at Mare Island 16 October 1913—*Jupiter* was later converted into the first aircraft carrier, USS *Langley* (CV–1).

USS *Jupiter* (AVS–8) on 28 July 1963

Justice

A British name retained.

(ATR–20: dp. 1,360; l. 165'5"; b. 33'6"; dr. 15'10"; s. 12 k.; cpl. 32; a. 1 3", 2 20mm.; cl. *ATR–1*)

ATR–20 was laid down by Camden Ship Building & Marine Railway Co., Camden, Maine, 20 January 1943; launched 18 October 1943; sponsored by Miss Joy D. Creyk; transferred to the United Kingdom under lend-lease 24 April 1944; and commissioned as H.M.S. *Justice* at Boston, Mass., the same day, Lt. J. S. Allison, RNR, in command.

During the remainder of World War II, *Justice* served as a rescue tug in the Royal Navy. She was returned to the U.S. Navy 20 March 1946. Her name was struck from the Navy List 3 July 1946, and she was sold 3 October 1947.

Justin

The first *Justin* retained a former name, and the second *Justin* was named after the first.

I

(Sch: dp. 1,419, t.; l. 287'6"; b. 39; dr. 19'8"; s. 10 k.; cp. 35; a. 2 6-pdrs.)

The first *Justin*, a schooner, was launched in 1891 by R. Dixon & Co., Middlesbrough, England; purchased from Bowring & Archibald; and commissioned 27 April 1898, Comdr. George E. Ide in command.

Justin performed collier service in the Chesapeake Bay area until sailing for Guantanamo Bay 2 June for coaling duties during the Spanish-American War. Returning to Virginia, *Justin* operated along the East Coast and in New England, then departed Norfolk 11 October. After visiting Brazil, Chile, Peru, and Mexico, she arrived San Francisco 3 February 1899 and decommissioned there 17 February.

Recommissioned at Mare Island 19 September 1900, *Justin* sailed 1 October for duty in the Far East. For the next 7 years she provided fuel and supplies to the Asiatic Fleet during a period of intense and growing American activity in the Orient. She returned to San Francisco 23 November 1907 via Guam and Honolulu. From 1907 to 1915 *Justin* carried coal to units of the Pacific Fleet stationed at widely scattered points from the West Coast to South America. She decommissioned at Mare Island 20 December 1915.

II

(IX–228: dp. 3,381; l. 441'6"; b. 56'11"; dr. 27'11"; s. 11 k.; cpl. 210; a. 1 3", 1 5", 3 20mm.; T. EC2–S–C1)

The second *Justin* (IX–228), formerly liberty ship *Gus W. Darnell*, was built by Todd-Houston Shipbuilding Corp., Houston, Tex., in 1944; operated as a cargo ship in the Pacific; was acquired by the Navy 2 September 1945; and commissioned at Guiuan Roadstead, Philippine Islands 4 September 1945, Lt. William T. Hamilton in command.

Justin departed for Shanghai, China, 20 October where she embarked naval passengers for transport to the United States. She picked up a cargo of 3,000 bags of mail at Guam before arriving San Francisco 23 December 1945. *Justin* decommissioned at San Francisco 23 January 1946 and was turned over to the WSA. She was placed in the National Defense Reserve Fleet at Suisun Bay, Calif., until being sold 25 May 1954 to Boston Metals Corp. and scrapped.

K

K–1

I

(SS–32: dp. 392 (surf.), 521 (subm.); l. 153'7"; b. 16'8"; dr. 13'1"; s. 14 k. (surf.), 10.5 k. (subm.); cpl. 28; a. 4 18" tt.; cl. *K*)

On 17 November 1911 while under construction *Haddock* (SS–32) was renamed *K–1* and launched 3 September 1913 by the Fore River Shipbuilding Co., Quincy, Mass.; sponsored by Mrs. Albert Ware Marshall and commissioned 17 March 1914, Lt. (j.g.) E. F. Cutts in command.

Upon completion of 6 months training, *K–1* joined the 4th Division Atlantic Torpedo Flotilla, Newport, R.I., 9 October 1914. The submarine departed New York 19 January for underwater development training out of Key West. She continued operations along the East Coast for almost 3 years, aiding in the development of submarine-warfare tactics. The techniques learned from these experiments were soon put into practice when German U-boats interfered with Allied shipping bound for Europe.

K–1 departed New London 12 October 1917, arriving Ponta Delgada 15 days later to conduct patrol cruises off the Azores. For the duration of the war she conducted patrol cruises off the Azores and searched for the enemy U-boats, and protected shipping from surface attack.

Upon cessation of hostilities 11 November 1918, the submarine arrived Philadelphia 13 December to resume coastal operations.

From 1919 to 1923 *K–1* cruised along the Atlantic coast from New England to Florida conducting experimental exercises. The development of submarines was greatly accelerated through the technology learned from these experiments. New listening devices, storage batteries, and torpedoes were tested; and their later adoption contributed greatly to continued American strength on the seas. *K–1* arrived Hampton Roads 1 November 1922 and remained until she decommissioned 7 March 1923. She was sold as scrap 25 June 1931.

The second *K–1* was renamed *Barracuda* (*q.v.*) 15 December 1955.

K–2

I

(SS–33: dp. 392 (surf.), 521 (subm.); l. 153'7"; b. 16'8"; dr. 13'1"; s 14 k. (surf.), 10.5 k. (subm.); cpl. 28; a. 4 18" tt.; cl. *K–1*)

During construction *Cachalot* (SS–33) was renamed *K–2* 17 November 1911 and launched 4 October 1913 by Fore River Shipbuilding Co., Quincy, Mass.; sponsored by Mrs. Ruth Chamberlain McEntee; and commissioned 31 January 1914, Ens. R. Moses in command.

After trials and exercises in New England waters throughout the spring and summer of 1914, *K–2* joined the 4th Division Atlantic Torpedo Flotilla, Newport, R.I., 9 October. She commenced operations immediately and for almost 3 years operated along the American coast from New England to Florida conducting experiments to develop the techniques of submarine warfare.

As World War I raged in Europe, guarding the vital shipping lanes across the Atlantic became imperative. *K–2* departed New London, Conn., 12 October 1917 and arrived in the Azores for patrol duty 27 October. She was among the first U.S. submarines to engage in patrol duty during the war, and cruised in these waters searching for enemy U-boats. *K–2* continued these vital patrols until 20 October 1918 when she sailed for North America, arriving Philadelphia 10 November to resume coastal operations.

From 1919 to 1923 she cruised along the East Coast engaging in submarine development experiments. These early exercises coupled with the great strides made in naval technology greatly contributed to the excellence of the U.S. submarine force in later years. After her arrival at Hampton Roads 15 November 1922, *K–2* remained there until she decommissioned 9 March 1923. She was sold as scrap 3 June 1931.

The second *K–2* (SSK–2) was renamed *Bass* (*q.v.*) 15 December 1955.

K–3

I

(SS–34; dp. 392 (surf.), 521 (subm.); l. 153'7"; b. 16'8"; dr. 13'1"; s. 14 k. (surf.), 10.5 k. (subm.); cpl. 28; a. 4 18" tt.; cl. *K–3*)

During construction *Orca* (SS–34) was renamed *K–3* 17 November 1911 and launched 14 March 1914 by Union Iron Works, San Francisco, Calif., sponsored by Mrs. Clarence Meigs Oddie and commissioned 30 October 1914, Lt. F. T. Chew in command.

K–3 joined the 3d Submarine Division, Pacific Torpedo Flotilla 11, December 1914 and operated along the California coast developing underwater warfare tactics and coordinating the use of underseas craft with the fleet. She arrived in Hawaiian waters 14 October 1915 to perform similar exercises in the light of increasing emphasis on submarine warfare.

America's entry into World War I placed a greater urgency on the need for experienced submariners, and *K–3* was dispatched to Key West, arriving 8 January 1918. For the remainder of the war she conducted patrols along the Florida coast while training men in underwater techniques. *K–3* continued operations along the East Coast after the war, testing new devices such as listening gear, storage batteries and torpedoes. On 7 November 1922, the submarine arrived Hampton Roads and decommissioned there 20 February 1923. She was scrapped 3 June 1931.

The second *K–3* (SSK–3) was renamed *Bonita* (*q.v.*) 15 December 1955.

K–4

(SS–35: dp. 392 (surf.), 521 (subm.); l. 153'7"; b. 16'8"; dr. 13'; s. 14 k. (surf.), 10.5 k. (subm.); cpl. 28; a. 4 18" tt.; cl. *K–3*)

K–4 (SS–35), originally named *Walrus*, was renamed 17 November 1911; launched 19 March 1914 by the Moran Co., Seattle, Wash.; sponsored by Mrs. James P. Olding, wife of the commanding officer; and commissioned 24 October 1914, Lt. J. P. Olding in command.

Joining the Pacific Torpedo Flotilla, *K–4* operated along the coast of California, conducting constant exercises and experiments to develop the techniques of submarine warfare. From 14 October 1915 to 31 October 1917 she carried out similar operations in the Hawaiian Islands. When America's involvement in World War I called for increased naval activity, *K–4* departed Hawaii for service out of Key West, arriving 9 January 1918. For the rest of the war she remained at Key West, where she patrolled the Florida peninsula. After the Armistice of 11 November 1918, *K–4* operated along the East Coast training officers and men for duty in submarines. She continued these duties for 4 years before arriving at Hampton Roads, Va., 24 March 1923. *K–4* decommissioned there 19 May 1923 and was sold as scrap 3 June 1931.

K–5

(SS–36: dp. 392 (surf.), 521 (subm.); l. 153'7"; b. 16'8"; dr. 13'1"; s. 14 k. (surf.), 10.5 k. (subm.); cpl. 28; a. 4 18" tt.; cl. *K–1*)

K–5 (SS–36) was launched 17 March 1914, by the Fore River Shipbuilding Co., Quincy, Mass., under a subcontract from the Electric Boat Co., Groton, Conn.; sponsored by Mrs. Warren G. Child; and commissioned 22 August, Lt. (j.g.) H. Gibson in command.

K–5 departed Boston 16 November for Newport, R.I., where she joined the 4th Division, Atlantic Torpedo Flotilla, for experiments and exercises to develop the techniques of submarine warfare. She operated for almost 3 years along the Atlantic coast from New England to the Gulf of Mexico conducting underwater maneuvers, undergoing diving and torpedo firing practice, and training submariners.

She departed New London, Conn., 12 October 1917, for duty in the Atlantic. Steaming via Halifax, N.S., with *K–1*, *K–2*, and *K–6* she arrived Ponta Delgada, Azores, 27 October for patrol duty. As the first U.S. submarine to cruise European waters during the war, they operated out of the Azores searching for enemy U-boats and surface raiders. *K–5* continued this important duty until 18 April 1918, when she headed home via Bermuda and Hampton Roads, Va., arriving Philadelphia 16 May. Proceding to New London 27 September, she departed for Key West, Fla., 7 January 1919, to resume development operations.

K–5 operated in the Gulf of Mexico out of Key West and New Orleans. After cruising the Mississippi River

to St. Louis, Mo., she sailed from New Orleans 27 July 1919, for operations between Key West, Fla., and Havana, Cuba. *K–5* departed Key West for Philadelphia 12 June 1920, arriving the 17th for overhaul.

Repairs completed, she sailed to Hampton Roads, Va., 5 March 1921 to continue coastal operations. For almost 2 years she ranged the eastern seaboard from Cape Cod to the Florida Keys, participating in numerous experiments and maneuvers to improve the operational and tactical abilities of the submarine. Following diving trials off Cape Cod, *K–5* arrived Hampton Roads 7 September 1922. She continued operations in the Chesapeake Bay, then decommissioned at Hampton Roads 20 February 1923. Taken in tow to Philadelphia 13 November 1924, she was struck from the Navy List 18 December 1930. She was sold for scrapping 3 June 1931.

K–6

(SS–37: dp. 392 (surf.), 521 (subm.); l. 153′7″; b. 16′8″; dr. 13′1″; s. 14 k. (surf.), 10.5 k. (subm.); cpl. 28; a. 4 18″ tt.; cl. *K–1*)

K–6 (SS–37) was launched 26 March 1914, by the Fore River Shipbuilding Co., Quincy, Mass., under a subcontract from the Electric Boat Co., Groton, Conn.; sponsored by Mrs. Thomas Gaines Roberts; and commissioned 9 September at Boston, Lt. J. O. Fisher in command.

Steaming to Newport, R.I., 16 November, *K–6* joined the 4th Division, Atlantic Torpedo Flotilla, for shakedown and training. For almost 3 years she conducted experimental and development operations along the Atlantic coast and in the Gulf of Mexico. She underwent diving tests off Cape Cod and Long Island; practiced firing torpedoes in Chesapeake Bay; and participated in tactical submarine exercises out of New London, Key West, and Pensacola. Following overhaul at Philadelphia, she departed New London 12 October 1917, and steamed via Halifax, N.S., for patrol duty in the Azores.

K–6 arrived Ponta Delgada, Azores, 27 October in company with three other *K*-class submarines. For more than a year they patrolled the surrounding ocean, searching for German submarines and surface raiders and preventing them from using the islands as a haven. After the surrender of Germany, *K–6* sailed for the United States 21 November arriving Philadelphia via Bermuda 13 December. After overhaul *K–6* proceded to New London 28 May 1919, to resume development and tactical operations along the New England coast.

During the 4 years of service that followed, *K–6* ranged the Atlantic from New England to the Caribbean. Operating primarily out of New London, Hampton Roads, and Key West, she trained prospective submariners, conducted experimental dives and underwater maneuvers, and proved the value of submarines as an effective part of the mighty Navy. Arriving Hampton Roads from New London 21 March 1923, *K–6* decommissioned 21 May. Subsequently, she was towed to Philadelphia 13 November 1924. Her name was struck from the Navy List 18 December 1930. She was broken up and sold for scrapping 3 June 1931.

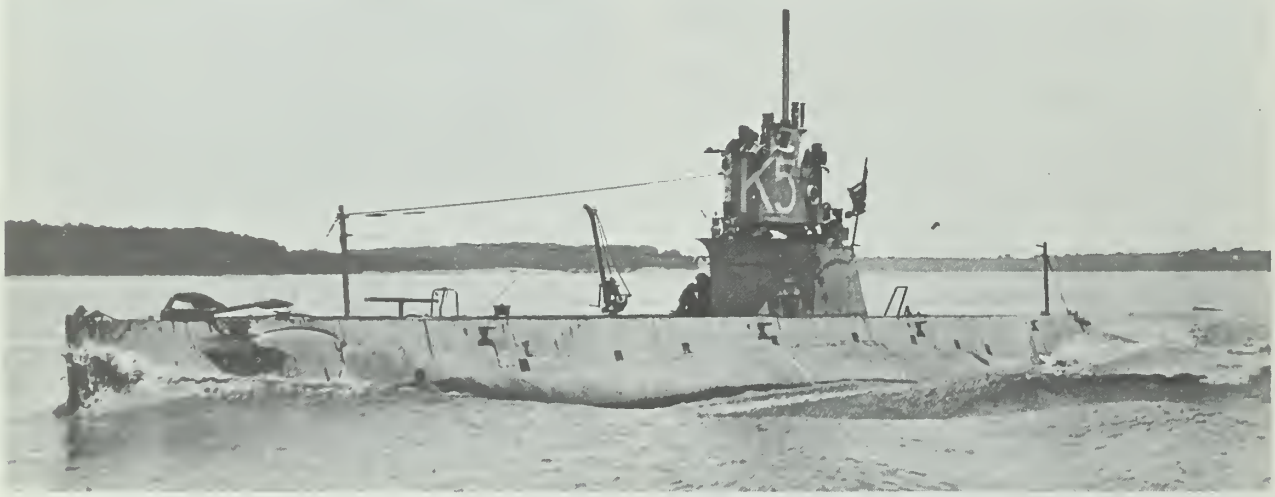
K–7

(SS–38: dp. 392 (surf.), 521 (subm.); l. 153′7″; b. 16′8″; dr. 13′1″; s. 14 k. (surf.), 10.5 k. (subm.); cpl. 28; a. 4 18″ tt.; cl. *K–3*)

K–7 (SS–38) was launched 20 June 1914 by the Union Iron Works, San Francisco, Calif., under a subcontract from Electric Boat Co., Groton, Conn.; sponsored by Mrs. Katie-Bel McGregor, daughter of the President of Union Iron Works; and commissioned at Mare Island 1 December, Lt. J. V. Ogan in command.

As a unit of the Pacific Torpedo Flotilla, *K–7* sailed for San Diego 26 December, arriving the 28th to commence shakedown and training along the California coast. She returned to San Francisco 4 June 1915, then departed 3 October for experimental duty in the Hawaiian Islands. Arriving Pearl Harbor 14 October, she conducted torpedo and diving tests and participated in operations developing the tactics of submarine warfare. *K–7* departed Pearl Harbor 31 October 1917, and sailed via the West Coast and the Panama Canal for antisubmarine patrol duty in the Gulf of Mexico.

Arriving Key West, Fla., 8 January 1918, *K–7* patrolled the shipping lanes of the Gulf of Mexico from the Florida Keys to Galveston Bay. She returned to Key West from Galveston, Tex., 27 November and resumed training and development operations until departing for Philadelphia Navy Yard 14 April 1919. She received an overhaul from 21 April to 10 November, then resumed operations out of Key West in the Caribbean. Following additional overhaul during the latter half of 1921, *K–7* resumed her training and development operations at the Naval Academy 19 January 1921. For more than 2 years she ranged the eastern seaboard from Hampton Roads, Va., to Provincetown, Mass., training submariners, conducting diving experiments, and practicing underwater warfare tactics. During April and May 1921 she visited the service academies at Annapolis and West Point. After conducting almost 7 months of submarine instructions at New London, Conn. she arrived Hampton Roads, 7 September 1922, for



USS *K–5* (SS–36), the first submarine to navigate the Mississippi River, arriving St. Louis 14 June 1919

submarine flotilla operations in Chesapeake Bay. Subsequently, *K–7* decommissioned at Hampton Roads 12 February 1923. She was towed to Philadelphia 23 August 1924; struck from the Navy List 18 December 1930; and sold for scrap 3 June 1931.

K–8

(SS–39: dp. 392 (surf.), 521 (subm.); l. 153′7″; b. 16′8″; dr. 13′1″; s. 14 k. (surf.), 10.5 k. (subm.); cpl. 28; a. 4 18″ tt.; cl. *K–8*)

K–8 (SS–39) was launched 11 July 1914, by the Union Iron Works, San Francisco, Calif., under subcontract from Electric Boat Co., Groton, Conn.; sponsored by Mrs. John W. Lewis, wife of the first commanding officer; and commissioned 1 December at Mare Island, Lt. John W. Lewis in command.

K–8 departed San Francisco 26 December with *K–7* for training operations along the coast of southern California. Returning to Mare Island 4 June 1915, she sailed 3 October for duty in the Hawaiian Islands, arriving Pearl Harbor 14 October. For more than 2 years she operated with *K–3*, *K–4*, and *K–7*, developing and perfecting submarine techniques in diving, torpedo firing, and underwater tactics. Ordered to return to West Coast 31 October 1917, she arrived San Pedro 12 November and proceeded 27 November for patrol duty out of Key West.

Arriving Key West 8 January 1918, she conducted patrols from Key West to Galveston, Tex., during the remaining months of World War I. Departing Galveston 21 November, she returned to Key West to continue experimental operations along the Florida coast until she sailed for Philadelphia 14 April 1919. Arriving 21 April, *K–8* underwent overhaul before sailing 10 November for Key West. Upon arrival 3 December she began 7 months of operations in the Caribbean. After returning to Philadelphia 8 June 1920, she proceeded to Annapolis, Md., 19 January 1921, for training operations at the Naval Academy. Steaming to Hampton Roads, Va., 15 February, she continued development operations along the Atlantic coast from Norfolk to Cape Cod, returning to Annapolis 4 through 14 April and visiting West Point 24 through 30 May. She conducted experimental maneuvers in the Chesapeake Bay from 4 December to 16 May 1922; trained students out of New London, Conn., from 20 May to 5 September; and returned Hampton Roads 7 September to resume operations in the lower Chesapeake Bay. *K–8* decommissioned at Norfolk 24 February 1923. Towed to the Philadelphia Navy Yard 2 September 1924, she was sold for scrapping 25 June 1931.

K. I. Luckenbach

A former name retained.

(Str: dp. 16,000; l. 468′3″; b. 56′; dr. 30′6″; s. 15 k.; cpl. 99; a. 1 6″, 1 3″)

K. I. Luckenbach was launched 27 October 1917 by the Fore River Shipbuilding Co., Quincy, Mass., for the Luckenbach Steamship Co. of New York; acquired by the Navy at New York 8 August 1918; and commissioned 9 August, Lt. Comdr. James A. McDonald, USNRF, in command.

K. I. Luckenbach served as a cargo transport supplying the AEF in France. From 12 August to 22 December she made two round-trip voyages carrying general Army cargo to France. She was detached from NOTS 24 December and assigned to the Cruiser and Transport Force to assist in returning American troops from France. She made three round-trip voyages before debarking her last soldiers in New York 14 September 1919. Two days later she arrived Norfolk, decommissioned 5 October, and returned to her owner.

K. T. 9, see *YHB–27*

Kabout

An Indian word meaning canoe.

(YTB–221: dp. 415; l. 110′; b. 27′; dr. 11′4″; a. 2 .50 cal. a.a.; cl. *Cahto*)

Kabout was laid down as YT–221; launched December 1943 by the Elizabeth City Shipyard, Elizabeth City, N.C.; sponsored by Mrs. J. C. Fegan; and reclassified YTB–221 on 15 May 1944 prior to being placed in service 3 July for duty in the 5th Naval District. She remained in operation there until 1 May 1959 when she was struck from the Navy List. She was sold to Ships, Inc., Norfolk, Va., 7 August 1959.

Kadashan Bay

A bay in Alaska.

(CVE–76: dp. 7,800; l. 512′3″; b. 65′; ew. 108′1″; dr. 22′6″; s. 19 k.; cpl. 860; a. 1 5″, 16 40mm., 20 20mm.; cl. *Casablanca*)

Kadashan Bay (AVG–76) was reclassified ACV–76 20 August 1942; reclassified CVE–76 15 July 1943 and launched 11 December 1943 by Kaiser Co., Inc., Vancouver, Wash., under a Maritime Commission contract; sponsored by Miss Audrey Ackerman and commissioned 18 January 1944, Captain R. N. Hunter in command.

After shakedown *Kadashan Bay* departed San Diego 6 March 1944 on the first of two cruises to Espiritu Santo. She transported a total of 154 aircraft on these assignments before returning San Diego 13 May. Following repairs and training, the escort carrier sailed 10 July to join a carrier division at Pearl Harbor. One month later she sailed for Tulagi and final preparations for the September assault on the Palaus.

Kadashan Bay departed Tulagi 6 September and six days later her air group launched a preinvasion air attack against enemy positions on Peleliu. Ground forces landed 15 September to gain control of the island as an air base to support the Philippine operation. After preparations were concluded at Manus, the escort carrier steamed toward Leyte Gulf 14 October.

Arriving there 21 October she immediately commenced raids and strikes in support of troops ashore. Four days later one of her patrol planes, piloted by Ens. Hans L. Jensen, sighted the Central Force of the Japanese fleet off Samar. After reporting his sighting he launched an unsupported attack against the leading cruiser, beginning the famous battle off Samar. The carrier's air group launched three fighter and three torpedo strikes against Kurita's force. The flyers' courage and gallantry contributed greatly to the sound defeat from which the Japanese never recovered. Upon completion of this mission, *Kadashan Bay* steamed toward Manus, arriving 3 November.

As the action in the Philippines continued, *Kadashan Bay's* air group accounted for 11 planes in encounters with the enemy during mid-December. Preparations were now underway for the Luzon landings and the escort carrier rendezvoused with the main force 3 January 1945. She arrived off Luzon 5 days later and commenced an early morning air attack. That same morning a kamikaze aimed his death dive at *Kadashan Bay*. Despite repeated hits the enemy plane plunged into the ship amidships directly below the bridge. After an hour and a half of feverish damage control effort, fires and flooding were checked, and the escort carrier returned to Leyte 12 January for temporary repairs before returning San Francisco 13 February for complete overhaul.

Kadashan Bay sailed for Pearl Harbor 8 April, arriving 14 April. She then commenced ferrying aircraft and passengers among the Pacific islands. During July the escort carrier was assigned as a replenishment carrier for the 3d Fleet and was on her way from Pearl Harbor to begin her new duty when news of Japan's collapse came.

Kadashan Bay joined the "Magic-Carpet" fleet at Guam

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in September and arrived San Francisco 26 September with her first group of veterans. For the next 3 months the escort carrier made runs from Pearl Harbor, Guam, Okinawa, and China to return battle-weary Americans home. She arrived San Pedro 22 December from her last Pacific cruise, and departed San Diego 10 January 1946 for Boston. *Kadashan Bay* arrived Boston 29 January, decommissioned 14 June 1946, and was placed in the Atlantic Reserve Fleet there. She was reclassified CVU–76 on 12 June 1956 and scrapped 13 August 1959.

Kadashan Bay received two battle stars for World War II service.

Kailua

A bay off the coast of Hawaii.

(IX–71: dp. 1,411; l. 189'9"; b. 30'; dr. 15'9"; s. 9.8 k; cpl. 61; a. 1 3", 4 .50 cal. mg., 2 dct.)

Kailua (IX–71), formerly *Dickenson*, was launched in 1923 by the Sun Shipbuilding & Drydock Co., Chester, Pa.; acquired by the Navy 19 May 1942 on a bare-boat basis and commissioned 5 May 1943, Lt. C. R. Bower in command.

Kailua departed Pearl Harbor 15 May 1943 to join the Service Force of the 7th Fleet. Upon her arrival at Pago Pago, Samoa, 25 May, she immediately commenced operations as an auxiliary in the Pacific islands. During June she arrived Milne Bay, New Guinea, and for the next year remained there laying cables, ASW nets, and buoys. *Kailua* arrived Pearl Harbor 4 July 1944 and performed similar services there for the rest of the war. *Kailua* decommissioned at Pearl Harbor 29 October 1945 and was later sunk intentionally.

Kaiser Wilhelm II

Kaiser Wilhelm II was seized by the United States in 1917; acquired by the Navy 22 May 1917; and renamed *Agamemnon* (*q.v.*) on 5 September 1917.

Kaiserin Auguste Victoria

Former name retained.

(Str: dp. 22,000; l. 677'6"; b. 77'4"; dr. 28'; s. 17.5.)

Kaiserin Auguste Victoria, formerly a German ship, was built in 1905 by Vulcan at Stettin; taken over by the Navy after the Armistice; and commissioned at Paullac, France, 15 February 1919, Captain Frank Evans in command.

Kaiserin Auguste Victoria was assigned to NOTS for duty as a troop transport. She departed Brest, France, 8 April with her first contingent of American troops who fought so valiantly to make the world safe for democracy. The transport made a total of five cruises from France to the United States, arriving New York from her final cruise 21 August. *Kaiscrin Auguste Victoria* remained at New York for 4 months before decommissioning 23 December 1919. She was returned to the USSB the same day. Sold to the Cunard S.S. Co., Ltd., in 1920, *Kaiserin Auguste Victoria* was subsequently sold to the Canadian Pacific Line and renamed *Empress of Scotland.*

Kaita Bay

Prior to launch, escort aircraft carrier *Kaita Bay* (CVE–78) was renamed *Savo Island* (CVE–78) (*q.v.*) 6 November 1943.

Kajeruna

A former name retained.

(SP–389: t. 147; l. 153'; b. 14'6"; dr. 7'9"; s. 14 k.; a. 2 6-pdrs., 1 mg.)

Kajeruna (SP–398), a steel-hulled steam yacht, was built in 1902 by John N. Robinton & Son, Erie Basin, N.Y., and was acquired from her owner, A. W. Gieske of Baltimore, in May 1917 and commissioned, Lt. J. R. Hudgins, USNRF, in command.

Assigned to the 5th Naval District based at Norfolk, *Kajeruna* acted as flagship for Patrol Squadron 3. She operated in Hampton Roads and Chesapeake Bay until being returned to her owner 16 January 1919.

Kalae, see *YT–322*

Kalamazoo

A river in Michigan.

(ScStr: t. 6,160; l. 354'5"; b. 56'8"; dr. 17'6"; s. 19 k.; a. none)

Kalamazoo, a double turreted monitor, was laid down in 1863 at New York Navy Yard. Work on the monitor was suspended 27 November 1865 and was never resumed. The unfinished ship was renamed *Colossus* 15 June 1869; without seeing any service she was broken up in 1884.

I

(AOG–30: dp. 845; l. 220'6"; b. 37'; dr. 13'11"; s. 10 k.; cpl. 62. a. 1 3", 2 40mm., 3 20mm.; cl. *Mettawee;* T. T1–M–A2)

Kalamazoo (AOG–30) was laid down 7 July 1944 by East Coast Shipyards, Inc., Bayonne, N.J., under a Maritime Commission contract; launched 30 August 1944; sponsored by Miss Harriett Savage; acquired by the Navy 7 October; and commissioned 14 October at New York Navy Yard, Lt. W. Pierson, Jr., USCGR, in command.

Following shakedown in the Caribbean, *Kalamazoo* cleared Norfolk, Va., 7 December for Aruba, Dutch West Indies, to load fuel oil. She departed Aruba 21 December for duty in the Southwest Pacific. After fueling operations in the Solomons, Admiralties, and Humboldt Bay, New Guinea, she arrived Leyte Gulf, P.I., 4 March 1945 as a unit of the Service Force, 7th Fleet. She operated as a gasoline tanker out of San Pedro Bay until 15 April when she sailed for fueling operations off the southern Philippines. Arriving Polloc Harbor, Mindanao, 20 April, she served for more than 7 months in the Celebes Sea, transporting cargo and fuel from Borneo and Morotai to ports in Mindanao.

Departing Zamboanga, Mindanao, 1 December, *Kalamazoo* steamed via Manila to Subic Bay, Luzon, where she remained until sailing for the United States 11 January 1946. She reached San Francisco 12 March and cleared port on the 22d for passage to the Gulf Coast. On 1 April while en route to the Panama Canal Zone her main engine failed. *Kcnnabago* (AO–81) assisted her to Balboa where she arrived 10 April. Under tow from rescue tug *ATR–85*, she departed Cristobol, C.Z., 26 April for Mobile, Ala., where she arrived 3 May. *Kalamazoo* decommissioned 18 May and subsequently was turned over to the Maritime Commission for disposal. She transferred to Colombia 26 November 1947 and was renamed *Bals de Lezo* (BT–62).

Kalinin Bay

A bay on the northern shore of Kruzof Island in the Alexander Archipelago of southeastern Alaska.

(CVE–68: dp. 7,800; l. 512'3"; b. 65'; ew. 101'1"; dr. 22'6"; s. 19 k.; cpl. 860; a. 1 5", 16 40mm., 20 20mm., 28 ac.; cl. *Casablanca;* T. S4–S2–BB3)

Kalinin Bay, originally designated an AVG, was classified ACV–68 on 20 August 1942; laid down under a Maritime Commission contract 26 April 1943 by the Kaiser

Shipbuilding Co., Inc., Vancouver, Wash.; reclassified CVE–68 on 15 July 1943; launched 15 October 1943; sponsored by Mrs. Anna Mary Updegraff; and commissioned 27 November at Astoria, Oregon, Captain C. R. Brown in command.

After shakedown along the Pacific Coast, *Kalinin Bay* departed San Diego 3 January 1944 for replenishment duty in the Pacific. Laden with troops and a cargo of planes, she steamed via Pearl Harbor for the Gilbert Islands, arriving off Tarawa Atoll 24 January to supply 5th Fleet carriers then engaged in the conquest of the Marshalls. For more than 2 weeks she provided logistic support from Tarawa to Majuro Atoll before returning to Alameda, Calif., 24 February.

With Composite Squadron 3 embarked 9 April, *Kalinin Bay* reached Majuro, Marshalls, 23 April; conducted ASW air patrols off Mili Atoll; and proceeded to Pearl Harbor 1 May to prepare for the Marianas operation. She departed Pearl Harbor 30 May; and, while en route to Saipan, she successfully evaded a Japanese torpedo that crossed her bow close aboard. Touching at Eniwetok 9 June, *Kalinin Bay* reached the eastern coast of Saipan 15 June and commenced air operations in support of the invasion. After repelling an enemy air attack at dusk on the 17th, she sailed 19 June to ferry planes to and from Eniwetok. Returning to Saipan 24 June, she resumed effective air strikes against enemy positions on the embattled island until 9 July when she steamed via Eniwetok for similar duty at Guam. Arriving 20 July, she launched direct support and ASW sorties until 2 August, then returned to Eniwetok to prepare for operations in the Palau Islands.

Kalinin Bay cleared Eniwetok 18 August and proceeded via Tulagi, Florida Island, to the Southern Palaus where she arrived 14 September with units of the 3d Fleet. Ordered to furnish air support for the capture, occupation, and defense of Peleliu, Angaur, and Ngesebus, she launched air strikes to support landing operations. For 2 weeks her planes, flying almost 400 sorties, inflicted heavy damage on enemy ground installations and shipping. On 25 September, alone, they sank or destroyed three cargo transports and six landing barges.

She departed the Palaus 30 September; and, upon arriving Seeadler Harbor, Manus Island, 3 October, she received a new commanding officer, Captain T. B. Williamson. *Kalinin Bay* departed Manus 12 October en route to the Philippine Islands. Ordered to provide air coverage and close air support during the bombardment and amphibious landings on Leyte Island, she arrived off Leyte 17 October. After furnishing air support during landings by Ranger units on Dinagat and Homonhon Islands in the eastern approaches to Leyte Gulf, she launched air strikes in support of invasion operations at Tacloban on the northeast coast of Leyte. Operating with Rear Admiral C. A. F. Sprague's "Taffy 3" (TU–77.4.3), which consisted of 6 escort carriers and a screen of 3 destroyers and 4 destroyer escorts, *Kalinin Bay* sailed to the east of Leyte and Samar as her planes, flying 244 sorties from 18 to 24 October, struck and destroyed enemy installations and airfields on Leyte, Samar, Cebu, Negros, and Panay Islands.

Steaming about 60 miles east of Samar before dawn 25 October, "Taffy 3" prepared to launch the day's initial air strikes. At 0647 Rear Admiral Sprague received word that a sizable Japanese fleet was approaching from the northwest. Comprised of 4 battleships, 8 cruisers, and 12 destroyers, Vice Admiral Takeo Kurita's Center Force steadily closed and at 0658 opened fire on "Taffy 3."

So began the Battle off Samar—one of the most memorable engagements in U.S. naval history. Outnumbered and outgunned, the slower "Taffy 3" seemed fated for disaster; but the American ships defied the odds and gamely accepted the enemy's challenge.

Kalinin Bay accelerated to flank speed; and, despite fire from three enemy cruisers, she launched her planes, ordering the pilots "to attack the Japanese task force and proceed to Tacloban airstrip, Leyte, to rearm and regas." As salvos fell "with disconcerting rapidity" increasingly nearer *Kalinin Bay*, her planes, striking the enemy force with bombs, rockets, and gunfire, inflicted heavy damage on the closing ships.

As the trailing ship in the escort carrier van, *Kalinin Bay* came under intense enemy fire. Though partially protected by chemical smoke, by a timely rain squall, and by valiant counterattacks of screening destroyers and destroyer escorts, she took the first of 15 direct hits at 0750. Fired from an enemy battleship, the large caliber shell (14-inch or 16-inch) struck the starboard side of the hangar deck just abaft the forward elevator.

By 0800 the enemy cruisers, which were steaming off her port quarter, closed to within 18,000 yards. *Kalinin Bay* gamely responded to their straddling salvos with rapid fire from her single 5-inch gun, which only intensified the enemy fire. Three 8-inch, armor-piercing projectiles struck her within minutes of each other. At 0825 the spirited carrier's barking 5-incher scored a direct hit from 16,000 yards on the No. 2 turret of a *Nachi*-class heavy cruiser, and a second hit shortly thereafter forced the enemy ship to withdraw temporarily from formation.

At 0830 five enemy destroyers steamed over the horizon off her starboard quarter. The closing ships opened fire from about 14,500 yards; and, as screening ships engaged the cruisers and laid down concealing smoke, *Kalinin Bay* shifted her fire and for the next hour traded shots with the guns of Japan's Destroyer Squadron 10. Many salvos exploded close aboard or passed directly overhead; and, though no destroyer fire hit *Kalinin Bay* directly, she took ten more 8-inch hits from the now obscured cruisers. One shell passed through the flight deck and into the communications area, where it destroyed all radar and radio equipment.

Under heavy attack from the air and harassed by incessant fire from American destroyers and destroyer escorts, the enemy cruisers broke off action and turned northward at 0920. At 0915 the enemy destroyers, which were kept at bay by the daring and almost singlehanded exploits of *Johnston* (DD–557), launched a premature torpedo attack from 10,500 yards. As the torpedoes approached the escort carriers, they slowed down. An Avenger torpedo-bomber from doomed *St. Lo* (CVE–63) strafed and exploded two torpedoes in *Kalinin Bay*'s wake about 100 yards astern, and a shell from the latter's 5-inch gun deflected a third from a collision course with her stern.

At about 0930, as the enemy ships fired parting salvos and reversed course northward, *Kalinin Bay* scored a direct hit amidships on a retreating destroyer. Five minutes later she ceased fire and retired southward with the surviving ships of "Taffy 3." At 1050 the task unit came under a concentrated air attack; and, and during the 40-minute battle with enemy suicide planes, all escort carriers but *Fanshaw Bay* (CVE–70) were damaged. One plane crashed through *St. Lo*'s flight deck and exploded her torpedo and bomb magazine, mortally wounding the gallant carrier. Four diving planes attacked *Kalinin Bay* from astern and the starboard quarter. Intense fire splashed two close aboard; but a third plane crashed into the port side of the flight deck, damaging it badly. The fourth hit destroyed the aft port stack.

As one of the fearless ships of "Taffy 3," *Kalinin Bay* had prevented a Japanese penetration into Leyte Gulf and saved General MacArthur's beachhead in the Philippines. At a cost of five gallant ships and hundreds of brave men "Taffy 3," aided by her own planes and those of "Taffy 2," sank three enemy cruisers, seriously damaged several other ships, and turned back the "most powerful surface fleet which Japan had sent to sea since the Battle of Midway." Domination of the skies, superior seamanship, and prudent, timely maneuvers helped to nullify the overwhelming odds. In the highest tradition of naval service, the finest qualities of the American sailor became commonplace during the heroic fight. Devotion to duty, daring courage, uncommon bravery, and an indomitable spirit were part and parcel of this victory.

Despite the battle damage, "Taffy 3" cleared the air of attacking planes; and at noon the escort carriers

retired southeastward while their escort searched for survivors from *St. Lo*. Though *Kalinin Bay* suffered extensive structural damage during the morning's furious action, she counted only 5 dead among her 60 casualties. Weary and battle scarred, *Kalinin Bay* was awarded the Presidential Unit Citation for heroic conduct as a unit of "Taffy 3". She steamed via Woendi, Schouten Islands, to Manus, arriving 1 November for emergency repairs. Getting under way for the United States 7 November, the escort carrier reached San Diego 27 November for permanent repairs and alterations.

Repairs completed 18 January 1945, the veteran escort carrier departed San Diego 20 January to ferry planes and men to Pearl Harbor and Guam. For more than 8 months she served as a replenishment carrier in the Pacific Carrier Transport Squadron; and, during six cruises between the West Coast and Pearl Harbor, Eniwetok, and Guam, she transported more than 600 planes. Departing San Diego 2 September, she steamed to the Philippines, arriving Samar 28 September for "Magic-Carpet" duty. With 1,048 men embarked, she departed Samar 1 October and arrived San Francisco 19 October.

After conducting two more voyages between California and Pearl Harbor, *Kalinin Bay* departed San Diego 8 December for the Far East. On 25 December while she steamed to Yokosuka, Japan, an intense storm heavily damaged her flight deck. Arriving the 27th, she received emergency repairs, then sailed 3 January 1946 for the West Coast and arrived San Diego 17 January. On 13 February she proceeded to the eastern seaboard, reaching Boston 9 March. *Kalinin Bay* decommissioned 15 May, and she was sold for scrapping 8 December to Patapsco Steel Co., Baltimore, Md.

In addition to the Presidential Unit Citation, *Kalinin Bay* received five battle stars for World War II service.

Kalispell

A city in Flathead County, Mont. The city is named for a tribe of Indians.

(YTB–784: dp. 283; l. 109′; b. 31′; dr. 14′; s. 12 k.; cpl. 12; cl. *Natick*)

Kalispell (YTB–784) was laid down by Marinette Marine Corp., Marinette, Wis., 14 September 1965; launched 13 December; and placed in service 3 May 1966.

Assigned to the Atlantic Fleet, *Kalispell* at present performs towing operations and harbor duties in the 5th Naval District, Norfolk, Va.

Kalk

Stanton Frederick Kalk, born 14 October 1894, in Ala., graduated from the Naval Academy in 1916. After serving in *Florida* (BB–30), he was assigned to *Jacob Jones* (DD–61) 10 September 1917. While steaming on patrol duty from Brest, France, to Queenstown, Ireland, *Jacob Jones* was attacked 16 December by German submarine *U–53*. Although Kalk, officer-of-the-deck during the attack, "took correct and especially prompt measures in maneuvering to avoid the torpedo," the destroyer could not turn in time to escape. She sank stern first in 8 minutes. Though stunned by the explosion and weakened by his action after the ship went down, Kalk swam from one raft to another in an attempt to equalize weight on them. Displaying "extraordinary heroism," he disregarded his own condition while endeavoring to save the lives of his men. Game to the last, Kalk overtaxed his own strength; he died from exposure and exhaustion. For his "splendid self-sacrifice" Lt. (j.g.) Kalk was posthumously awarded the Distinguished Service Medal.

I

(DD–170: dp. 1,060; l. 314′5″; b. 31′8″; dr. 9′2″; s. 35 k.; cpl. 101; a. 4 4″, 2 1-pdrs., 12 21″ tt.; cl. *Wickes*)

Kalk (DD–170), laid down as *Rodgers* 4 March 1917, was launched 21 December 1918, by the Fore River Shipbuilding Corp., Quincy, Mass.; sponsored by Mrs. Flora Stanton Kalk, mother of Lt. Kalk.; renamed *Kalk* 23 December 1918; and commissioned at Boston 29 March 1919, Lt. Comdr. N. R. Van der Veer in command.

After shakedown off Newport, *Kalk* departed Boston 3 May for Newfoundland. Arriving Trespassey 5 May, she sailed 3 days later for the mid-Atlantic to provide rescue cover during the pioneer flight of Navy seaplane *NC–4* from Newfoundland to the Azores 16 to 17 May. After returning to Boston 20 May, she sailed for Europe 10 July, arriving Brest, France, 21 July. Proceeding via England to Hamburg, Germany, she arrived 27 July to begin a 3-week cruise through the Baltic Sea, visiting Baltic and Scandinavian countries on American Relief Administration operations. She returned to Brest 23 August to serve as a dispatch and escort ship until departing for the United States 25 January 1920.

Arriving Boston 12 February, she trained reserves of the 1st Naval District and operated with DesRon 3 along the Atlantic Coast from Cape Cod to Charleston. As a result of the Five Power Naval Treaty, which was signed at the Washington Conference 6 February 1922, *Kalk* departed Boston 10 May for Philadelphia, where she decommissioned 10 July and was placed in reserve.

When war in Europe threatened the security of the entire world, *Kalk* recommissioned 17 June 1940, Lt. T. P. Elliott in command. Departing Philadelphia 26 July, she arrived Charleston the 31st for duty with the Neutrality Patrol in the Atlantic. *Kalk* was one of 50 overage 4-pipers turned over to Britain in exchange for strategic bases in the Atlantic under terms of the "Destroyers for Bases Agreement" of 2 September. She cleared Charleston 7 September and steamed via Hampton Roads and Newport to Halifax, N.S., arriving 18 September. *Kalk* decommissioned 23 September and was turned over to the British the same day.

Commissioned in the Royal Navy as HMS *Hamilton*, she collided with HMS *Georgetown* (formerly *Maddox*, DD–168) at St. John's Newfoundland, 1 October while en route to England. Proceeding to St. John, New Brunswick, for repairs, she went aground and suffered extensive damage. Because of a British manpower shortage, she was manned by Canadians during and after repair operations; late in June 1941 she commissioned in the Royal Canadian Navy as HMCS *Hamilton*.

Throughout her active service, she remained in North American waters, protecting convoys from St. John's to New York. On 2 August 1942, she sighted and attacked a German U–boat and, by forcing it to submerge, prevented an attack on the convoy. Declared unfit for operations 11 August 1943, she became a tender to HMCS *Cornwallis* at Annapolis, Nova Scotia. Declared surplus 1 April 1945, she decommissioned 8 June at Sydney, Nova Scotia. HMCS *Hamilton* departed Sydney 6 July under tow for Baltimore, Md., where she was scrapped by the Boston Iron & Metal Co.

Kalk (DD–254) was renamed *Rodgers* (DD–254) (*q.v.*) 23 December 1918.

II

(DD–611: dp. 1,620; l. 348′4″; b. 36′1″; dr. 11′9″; cpl. 258; s. 37.5 k.; a. 4 5″, 4 40mm., 7 20mm., 5 21″ tt., 6 dcp., 2 dct.; cl. *Benson*)

The second *Kalk* (DD–611) was laid down 30 June 1941 by the Bethlehem Steel Co., San Francisco, Calif.; launched 18 July 1942; sponsored by Mrs. Flora Stanton Kalk, mother of Lieutenant Kalk; and commissioned 17 October, Lt. Comdr. C. T. Singleton, Jr., in command.

Following shakedown along the California coast, *Kalk* departed San Francisco 28 December for patrol and escort duty in the Aleutians. Steaming via Dutch Harbor, she arrived Adak 9 January and patrolled from Adak to Amchitka Island. On the 16th she embarked 185 survivors

of SS *Arthur Middleton* and *Worden* (DD–352) which had foundered in an Arctic storm. She transported them to Adak, then continued intermittent patrols until she sailed 26 February for home, arriving San Francisco 4 March.

After repairs, *Kalk* steamed from San Francisco 7 April and proceeded via the Panama Canal to New York, where she arrived a fortnight later for Atlantic convoy escort duty. She cleared New York 28 April and the next day joined a 35-ship convoy, UGF–8, headed for Oran, Algeria. Arriving 12 May, she searched for a suspected U-boat. The destroyer departed Casablanca, French Morocco, 19 May escorting a westbound convoy. Arriving New York 31 May, she sailed 13 June via Casco Bay, Maine, and Argentia, Newfoundland, to Norfolk for further convoy-escort duty. From 27 June to 6 December she escorted three convoys between the United States and North Africa. After overhaul at New York and Boston, she arrived Norfolk 29 December and then sailed 2 January 1944 for the Pacific.

She departed Balboa, Canal Zone, 8 January with DesDiv 38, escorting battleships *New Jersey* (BB–62) and *Iowa* (BB–61). Reaching Funafuti, Ellice Islands 27 January, *Kalk* searched for downed fighter planes before sailing for New Guinea 31 January to join the 7th Fleet at Milne Bay 7 February. She operated in the New Guinea area, primarily on patrol and convoy escort duty, until 12 June. During the protracted struggle for New Guinea, she also covered amphibious invasions, bombarding Manus, Pityilu, Los Negros, and Rambutye Islands, Admiralties: Tanahmerah Bay and Wakde-Sarmi, New Guinea; and Biak and Owi, Schouten Islands.

After providing fire support during the invasion of Biak Island 27 May, *Kalk* continued escort and picket duty between Biak and Humboldt Bay. While on patrol 12 June off the southern coast of Biak, an enemy plane dived out of the sun and released a bomb which struck abaft her forward stack at the base of her starboard torpedo tubes. As *Kalk's* 20mm. gunfire splashed the attacker, the bomb exploded the air flasks of her torpedoes, destroying several 20mm. guns, showering her crew with shrapnel, and damaging her superstructure amidships. Though suffering 70 casualties, her heroic crew rallied to save the destroyer. Skillful firefighters extinguished each blaze; and, while other hands tended the wounded, volunteers detached the warheads from torpedoes scattered about the deck. Every man knew what to do and did it.

The only Allied ship seriously damaged in more than 2 weeks of repeated air attacks at and near Biak, *Kalk* retired to Hollandia, New Guinea, for emergency repairs and sailed 20 June via the Admiralties and Pearl Harbor for the United States. Reaching San Francisco 31 July, she received complete repairs and underwent alteration at Mare Island.

Then the gallant destroyer departed 26 October for Pearl Harbor, arriving 1 November. On 12 November she headed via Eniwetok to Ulithi, Western Carolines, where she arrived 26 November to resume her duty in the western Pacific.

For more than 8 months *Kalk* operated out of Ulithi on ASW patrols screening sea logistics forces during offensive operations from Luzon to Okinawa. From 16 to 23 December she patrolled northeast of Luzon during replenishment of the 3d Fleet. Sailing from Ulithi 29 December, she screened supply units which supported TF 38 during the crucial Lingayen Gulf operations on western Luzon. She continued this important duty until returning to Ulithi 27 January 1945.

As a unit of DesDiv 38, *Kalk* rendezvoused with TG 50.8 on 18 February for refueling and replenishment operations of TF 58 during the savage campaign on Iwo Jima. Returning to Ulithi 6 March, she sailed northward 13 March with TG 50.8 to screen logistic support for the 5th Fleet which was then clearing Ryukyu waters of enemy shipping and aircraft in preparation for the invasion of Okinawa 1 April. From then to the end of the war, *Kalk* operated with the 5th and 3d Fleets off the Ryukyus as escort, plane guard, and ASW screen. Concerned primarily with screening supply ships between Ulithi and Okinawa, she destroyed numberous Japanese mines during patrols. While steaming for Okinawa 5 June with logistic support group TG 30.8, she passed through a raging typhoon with destructive winds of more than 90 knots. Suffering only minor damage, *Kalk* continued screening patrols. When the war ended 15 August, she was steaming from Okinawa to Ulithi.

Departing Ultithi 20 August, *Kalk* sailed via Saipan and Okinawa to Japan, arriving Tokyo Bay 1 September escorting *Detroit* (CL–8). Present at the formal Japanese surrender 2 September, she departed the 3d on an escort run to Eniwetok. After returning to Tokyo Bay 16 September, she departed for the United States 12 October via the Philippines, Eniwetok, and Pearl Harbor. Reaching San Diego 17 November, she proceeded on the 17th for the East Coast, arriving Boston 11 December. After overhaul, she departed Boston 18 January 1946 and arrived Charleston, S.C., on the 20th. *Kalk* decommissioned at Charleston 3 May, entered the Atlantic Reserve Fleet, and is currently berthed at Orange, Tex.

Kalk received eight battle stars for World War II service.

Kalkay, see *Mattaponi* (AO–41)

Kalmia

A genus of North American shrubs of the heath family with evergreen leaves and umbellate clusters of rose, purple, or white flowers.

I

(ScStr: t. 112; l. 85′; b. 19′6″; dr. 8′; s. 12 k.; a. 2 guns)

The first *Kalmia*, a screw steamer, was built as *Innes* at Philadelphia in 1863 and purchased for the Navy by Rear Admiral Hiram Paulding 5 October from her owner, Arron Innes, Poughkeepsie, N.Y. Renamed *Kalmia* 24 April 1864, the Naval Register of 1865 lists her as assigned to the North Atlantic Squadron as a fourth-rate tug. No further record of her other naval service has been found.

Kalmia was sold at public auction in New York, N.Y., 25 October 1865. She was redocumented as *F. B. Thurber* 12 December; renamed *James Hughes* 8 November 1898; and destroyed by fire 15 June 1905 at Bartlett's Point, N.Y.

II

(AT–23: dp. 1,000; l. 158′6″; b. 30′; dr. 14′7″; s. 13 k.; cpl. 44; a. 1 mg.; cl. *Bagaduce*)

The second *Kalmia* (AT–23) was laid down 23 August 1918; launched 26 August 1919 by Ferguson Steel & Iron Co., Buffalo, N.Y.; sponsored by Mrs. E. D. Bishop; and commissioned 18 November, Lt. (j.g.) W. S. Burns in command

Steaming to Montreal 21 November, *Kalmia* joined the St. Lawrence Division of Eagle Boats for towing and ice-breaking duty between Montreal and Quebec. She departed Quebec 24 May 1920 for the eastern seaboard; sailing via Portsmouth, N.H., she arrived Philadelphia 18 June. Attached to the 4th Naval District, she operated out of Philadelphia as a tow for barges and yard craft. On 10 January 1934 she joined the Special Service Squadron to assist in transporting armament to Guantanamo Bay, Cuba. Assigned to Train Squadron 1, Base Force, 1 May, she sailed to Norfolk 24 May and on 13 October departed for the West Coast. Steaming via the Panama Canal, she established her base at San Diego 22 November and commenced target towing operations along the California coast.

On 30 June 1941 *Kalmia* sailed for the Atlantic, arriving Norfolk 10 August. She proceeded to Portland, Maine, 10 October and arrived on the 13th to join the Service Force, Atlantic Fleet. For the next 3 years she towed gun targets in Casco Bay. From 8 to 11 September 1942 she assisted in salvage and rescue operations

of auxiliary-transport *Wakefield* (AP–21), gutted by fire while off Halifax, Nova Scotia. Redesignated ATO–23 on 15 May 1944, she returned to Norfolk 24 October for target-towing duty in the Chesapeake Bay.

Departing Norfolk 14 December, *Kalmia* sailed for the West Coast arriving Seattle, Wash., 14 February 1945 with floating dry dock AFDL–33 in tow. Following two towing runs from San Diego and San Francisco to Seattle, she arrived San Diego 30 May to resume bomb and gun target towing operations off Santa Catalina and Santa Cruz Islands. Steaming to San Pedro 29 March 1946, *Kalmia* decommissioned 15 May. She was struck from the Navy List 3 July 1946, and sold to Bay Cities Transportation Co., San Francisco, Calif., 21 January 1947.

III

(ATA–184: dp. 835; l. 143′; b. 33′10″; dr. 13′2″; s. 13 k.; cpl. 45; a. 1 3″, 2 20mm.; cl. *Maricopa*)

The third *Kalmia* (AT–184) was laid down as *ATR–111* on 27 July 1944; redesignated *ATA–184* 15 May 1944; launched 29 August by Levingston Shipbuilding Co., Orange, Tex.; and commissioned 6 November as *ATA–184*, Lt. (j.g.) W. E. Hummel in command.

Following shakedown, *ATA–184* departed New Orleans, La., 10 December for the Southwest Pacific with *APL–9* in tow. Transiting the Panama Canal 27 December, she added *ATR–64* to her towlines 2 January 1945, sailed via the Galapagos and Society Islands, and arrived Florida Island, Solomons, 16 February to deliver *ATR–64* for duty. The next day, as a unit of Service Squadron 3, *ATA–184* sailed for Manus Island, Admiralties, arriving the 22d with *APL–9*. After towing and salvage duty at Manus and Hollandia, New Guinea, she steamed for the Philippines 27 March with *YRDH–3* and *YRDM–3* in tandem tow. Arriving Subic Bay, Luzon, 14 April, she commenced towing and salvage operations throughout the Philippines that ranged from northern Luzon to southern Palawan and Mindanao. Following a towing run to Brunei Bay, Borneo, *ATA–184* cleared Guiuan Roadstead, Samar, 22 June and returned to Manus the 29th.

ATA–184 proceeded to Russell Islands, Solomons, 4 July. While the tug was operating off Hui Island 12 July, a large quantity, estimated between 9 and 26 tons, of deteriorated and condemned dynamite exploded on the island causing minor damage to the tug. She departed the Russells 17 July for Guiuan, Samar, with five pontoon barges in tow. Arriving 6 August, she resumed towing duty in Leyte Gulf until she sailed 18 August for Manus Island to tow two pontoon drydocks to Luzon. *ATA–184* reached Subic Bay 11 September and commenced towing runs between Subic Bay and Guiuan. From 2 to 7 October she operated in the typhoon area northeast of Luzon and recovered harbor tugs *YTB–377* and *YF–572* adrift at sea. During November and December she operated out of San Fernando, Luzon, on typhoon salvage and rescue patrols off northern Luzon, rescuing four men 26 December from a drifting Army barge.

ATA–184 continued towing and salvage operations off western Luzon until she departed Subic Bay 30 April 1946 with *APL–19* in tow. Steaming via Guam and Bikini Atoll, she arrived Pearl Harbor 7 June and continued 11 June with *APL–21* in tow for the West Coast. Arriving Astoria, Oreg., 23 June, *ATA–184* decommissioned 24 June and entered the Columbia River Group, Pacific Reserve Fleet. On 16 July 1948 she was named *Kalmia* (ATA–184). Placed in service 1 April 1952, she departed Astoria 24 April for San Diego, where she recommissioned 5 May, Lt. T. P. Dorr in command.

Attached to the 11th Naval District since recommissioning, *Kalmia* has operated out of San Diego, providing valuable service for the Underway Training Command during training and readiness operations of the Navy's combat ships. As an integral link in training the Navy's fighting ships, especially destroyers, in gunnery, she has towed target sleds in the Southern California Operating Area. Equipped with a hydraulic launching catapult on her bow, she serves as one of the smallest "aircraft carriers" in the Navy by launching, controlling, and retrieving drone target aircraft during antiaircraft and aerial gunnery exercises. She also tows and services bomb targets and retrieves practice torpedoes and mines. When not at sea, she provides a variety of important services in San Diego and Long Beach harbors, towing ships in reserve to and from overhaul, assisting disabled or grounded ships, and moving a multitude of yard craft and a vast quantity of varied equipment. A floating workhorse, *Kalmia* continues to provide essential service to the 11th Naval District and the Pacific Fleet through 1967.

Kalolah, see *YP–340*

Kaloli

A point on the western coast of Hawaii.

(AOG–13): dp. 3,610; l. 258′; b. 43′; dr. 14′10″; s. 9.5 k.; cpl. 63; a. 1 3″, 4 20mm.)

Kaloli (AOG–13) was launched in 1941 as *Flying A* by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; owned by Tidewater Associated Oil Co., San Francisco, Calif.; and acquired and commissioned by the Navy at Honolulu, Hawaii, 29 April 1942, Lt. Comdr. G. H. Chapman, Jr., in command.

Taken over on time charter through the Maritime Commission, *Kaloli* served as a unit of Service Squadron 8, supplying forward island depots in the Pacific with military supplies and material. Operating out of Pearl Harbor, she ranged the Central Pacific and provided logistic support for bases at Midway, Johnston, Canton, Christmas, and Palmyra Islands. She conducted over 40 fueling missions to these islands between 28 May 1942 and 3 July 1945, carrying over 20 million gallons of aviation gasoline as well as lesser quantities of commercial gasoline and diesel fuel. Though she was never in combat, her service to combat ships of the Navy was both efficient and valuable.

Kaloli shuttled fuel among various tank farms in the Hawaiian Islands from July to October 1945. On 11 October she cleared Pearl Harbor for the West Coast, arriving San Diego 23 October. She departed the 29th for the eastern seaboard, and, after transiting the Panama Canal 12 November, she arrived New York 25 November. *Kaloli* decommissioned 7 December and transferred to the Maritime Commission for return to her former owner. She was struck from the Navy List 3 January 1946.

Kamehameha

Kamehameha, a Hawaiian king and warrior whose name means "the lonely one," was born at Kohala, Hawaii, in 1758. In 1782 he conquered three petty kingdoms to begin a campaign to take all the Hawaiian Islands. The conquest was completed with the defeat of Kalanikupule on Oahu in 1795. He acquired the islands of Kauai and Niihau without a fight.

At the end of these terrible and devastating civil wars, Kamehameha worked to establish a stable government and to restore the island's shattered economy. An excellent judge of men, he inspired great loyalty. Though ruthless in war, he was kind and forgiving after the fighting. He encouraged trade by insisting upon protection and justice for foreigners. He welcomed new ideas, and tried to apply them to help his people. By the time of his death, Kamehameha had consolidated the islands under one government, ending the feudal wars and anarchy which had ravaged the beautiful Hawaiian Islands.

(SSB(N)–642: dp. 7,250 (surf.), 8,250 (subm.); l. 425′; b. 33′; dr. 31′5″; s. over 20 k.; cpl. 140; a. 16 Pol. mis., 4 21″ tt.; cl. *Lafayette*)

Kamehameha (SSB(N)–642) was laid down 2 May 1963 by the Mare Island Naval Shipyard; launched 16 January

1965; sponsored by Mrs. Samuel Wilder King, widow of Captain King, who was governor of Hawaii from 1953 to 1957; and commissioned 10 December 1965, Comdr. Roth S. Leddick (blue crew) and Comdr. Robert W. Diekieson (gold crew) in command.

After shakedown off the Florida Coast, early in 1966, the new Polaris submarine joined the Pacific Fleet and began her first patrol 6 August, silently and invisibily roving the seas as a mighty deterrent against aggression, preserving peace and protecting freedom.

Kamehameha returned from a successful patrol in November, switched crews, and was soon underway again. She continued this pattern of duty in defense of the free world in 1967.

Kamesit

A former name retained.

(Str: dp. 12,614; l. 416'6''; b. 53'; dr. 26'5''; s. 10 k.; cpl. 81; a. 2 5'', 2 4'')

Kamesit, a cargo ship, was built by Moore Ship Co., Oakland Calif., in 1918 for the USSB; delivered to the Navy in January 1919; and commissioned 29 January at Mare Island, Calif., Lt. Comdr. A. J. Shrader, USNRF, in command.

Departing Mare Island 1 February, *Kamesit* loaded with barley at Porta Costa, Calif., and sailed 13 February for New York via the Panama Canal. She transited the canal

USS *Kamehameha* (SSB(N)-642) launching at Mare Island 16 January 1965

28 February and diverted to Newport News, arriving 8 March. After receiving repairs and fuel, *Kamesit* sailed the 18th for Hull, England, where she arrived 6 April to discharge her cargo. Loaded with ballast, she departed for New York the 18th and returned to Hull the same day for repair of a disabled steering gear. Underway 26 April, she received orders 8 May to proceed to Philadelphia and arrived 18 May. *Kamesit* decommissioned 23 May and was delivered to USSB the same day. She remained in custody of USSB until abandoned in 1930.

Kamishak

A bay off the coast of Alaska.

The Navy's contract with Lake Washington Shipyard, Houghton, Wash., for the construction of *Kamishak* (AVP–44), a *Barnegat*-class, small seaplane tender, was cancelled 22 April 1943 before her keel was laid.

Kanak, see *Mikanopy* (YT–329)

Kanalku Bay

A bay in Alaska.

Kanalku (CVE–77) was laid down under Maritime Commission contract 15 September 1943, by Kaiser Co., Inc., Vancouver, Wash., and was renamed *Marcus Island* (*q.v.*) 6 November 1943.

Kanawha

A river in southwest West Virginia formed by the confluence of the New and Gauley Rivers at Gauley Bridge, W.Va. The Kanawha empties into the Ohio River at Point Pleasant, W. Va.

I

(ScGbt: t. 507; l. 158′; b. 28′; dr. 7′8″; cpl. 87; a. 6 24-pdr. how.)

The first *Kanawha* was launched 21 October 1861 by G. E. & W. H. Goodspeed, East Hadden, Conn.; and commissioned at New York Navy Yard 21 January 1862, Lt. John C. Febiger in command.

Assigned to the Gulf Blockading Squadron, the new gunboat arrived off Pass a l'Outre, La., 13 February and a week later was ordered to take station off Mobile, Ala., where she soon distinguished herself for vigilance.

She drew first blood with a vengeance 10 April capturing four blockade-running schooners in a single day: *Southern Independence*, *Victoria*, *Charlotte*, and *Cuba*. The first three had attempted to slip to sea laden with cotton and naval stores while the latter had tried to run into Mobile with supplies badly needed by the South.

Thereafter, her kills were frequent. She caught schooner *R. C. Files* carrying cotton out of Mobile 21 April and took British sloop *Annie* on the 29th between Ship Island and Mobile headed for Cuba. On 17 November near Mobile she and *Kennebec* chased an unidentified schooner ashore where she was set afire by her crew. Then the guns of the Union ships assured her complete destruction by preventing Confederate coast guards from boarding her to extinguish the flames.

On 25 March 1863 *Kanawha*, then commanded by Lt. Comdr. William K. Mayo, took schooner *Clara* attempting to run the blockade at Mobile. Schooner *Dart* attempted to slip into Mobile from Havana 1 May but fell prey to this vigilant blockader. A fortnight later the same fate befell British brig *Comet* some 20 miles east of Fort Morgan, Ala. On 17 May *Kanawha* snared schooner *Hunter*, laden with cotton for Havana, running out of Mobile. The next day she caught schooner *Ripple* attempting the same feat.

Dawn of 12 October disclosed steamer *Alice* aground under the guns of Fort Morgan and an unidentified Confederate tug attempting to pull her free. *Kanawha*, accompanied by tender *Eugenie*, steamed boldly toward the strongly defended Confederate shore to destroy the Southern vessels; but Fort Morgan's batteries, outranging the guns of the Union ships, hulled *Kanawha*, forcing the Union ships to retire. *Lackawanna* and *Genessee* then headed in to finish the task with their 150-pounders; but, before they got in range, the daring tug managed to refloat *Alice* and escaped with her into Mobile Bay.

On 29 November *Kanawha* took schooner *Albert*, also called *Wenona*, attempting to carry cotton, naval stores, and tobacco out of Mobile. The toll collected by relentless Northern blockaders like *Kanawha* in capturing Southern blockade runners steadily drained away the life blood of the Confederacy. The loss of ships carrying the products of Southern fields and forests to foreign markets undermined the South's financial structure and increased her difficulty in purchasing war material abroad. The loss of incoming ships deprived Southern armies of a growing proportion of the shrinking supplies and equipment persuasive Confederate agents did manage to procure.

In the spring of 1864 *Kanawha* was transferred to the Texas coast. On 8 July, now under Lt. Comdr. Bushrod B. Taylor, she forced steamer *Matagorda* aground near Galveston. On 9 September, after Union troops had been withdrawn from the area, *Kanawha* reinstituted the blockade of Brownsville, Tex., which had been lifted by Presidential proclamation in mid-February. On 28 December she forced an unidentified sloop ashore near Caney Creek, Tex., and destroyed her. She captured *Mary Ellen* of Montreal 3 January 1865 as the schooner tried to run into Velasco, Tex. She remained on blockade duty until after the end of the war and was ordered north 27 May. *Kanawha* decommissioned 5 July and was sold at New York 13 June 1866.

II

(ScStr: t. 175; l. 114′; b. 18′; dr. 7′; s. 14 k.; a. 1 3-pdr., 3 1-pdrs., 2 mg.)

The second *Kanawha* was built in 1896 by Charles L. Seabury & Co., Nyack on Hudson, N.Y.; purchased early in the Spanish-American War by the Navy from John P. Duncan 7 June 1898; and commissioned at New York Navy Yard 26 July, Lt. Frank F. Fletcher in command.

Kanawha steamed out of New York Harbor 5 August and touched Port Royal, S.C., and Key West, Fla., before arriving Gibara, Cuba, on the 21st. She operated in Cuban waters supporting occupation forces until departing Gibara 12 September. After calling at Port Royal, Charleston, and Hampton Roads, she returned New York 29 September. She decommissioned 8 October and was loaned to the Rhode Island Naval Militia 12 December.

Kanawha was returned to the Navy 12 August 1899 and transferred to the War Department.

Kanawha (SP–169) was purchased by the Navy from H. C. Baxter of Brunswick, Maine 27 April 1917. She was found defective during fitting out and returned to her owner.

III

(AO–1: dp. 4,990; l. 475′7″; b. 56′; dr. 10′; s. 14 k.; cpl. 150; a. 4 4″; cl. *Kanawha*)

The third *Kanawha* (AO–1) was laid down 8 December 1913 by the Mare Island Navy Yard, San Francisco, Calif.; launched 11 July 1914; sponsored by Miss Dorothy Bennett; and commissioned 5 June 1915, Lt. Comdr. Richard Werner, USNRF, in command.

Kanawha cleared San Diego 9 June 1915 and arrived Newport, R.I., for service with the Atlantic Fleet. During the following year the oiler made seven trips to Port Arthur, Tex., for fuel oil and gasoline. On 11 October 1916 *Kanawha* was assigned to the Atlantic Fleet. Then, in addition to her fueling duties, she participated in tactical exercises, carried mail, and towed targets.

USS *Kanawha*, a Steam Gunboat

After America entered World War I, the oiler was assigned to Commander, Destroyer Force, Atlantic Fleet, as an escort for the first A.E.F. sent to France. *Kanawha* cleared New York 17 June 1917 and crossed the submarine-infested Atlantic, arriving St. Mazarie 2 July. She returned to New York 10 August for repairs before sailing again 23 September. The oiler cruised in Atlantic waters until 1 November supplying fuel oil to the cruiser force and escorting convoys to Europe. *Kanawha* returned to Philadelphia for repairs, then joined NOTS 8 January 1918. For the rest of the war, the oiler, ignoring torpedo warnings, carried fuel oil from Halifax to United Kingdom and French ports. *Kanawha* arrived New York 1 May 1919 from her final cruise; she was detached from NOTS 12 May for reassignment to the Atlantic Fleet.

The oiler departed Port Arthur, Tex., 24 July and arrived San Pedro 9 August. From 1919 to 1929, *Kanawha*, with the exception of three cruises to Port Arthur to supply units and ports along the Atlantic coast, operated in the Pacific. In addition to servicing ships, the oiler participated in the Army-Navy maneuvers in Hawaii during April 1925. She then accompanied the Battle Fleet on a goodwill cruise to Australia and New Zealand before resuming coastal fueling operations 25 September 1925. *Kanawha* decommissioned at Puget Sound Yard 18 December 1929.

She recommissioned 5 June 1934 and cleared Bremerton 21 June for her base at San Pedro. For the following 6 years she cruised along the West Coast supplying oil and gasoline to ports in the Canal Zone, the Caribbean, and Hawaii. In 1941 *Kanawha* widened her operations, sailing east to Midway and Wake Islands and as far north as Alaska. The oiler was at Mare Island undergoing overhaul at the time of the Japanese attack on Pearl Harbor.

Kanawha departed San Pedro 21 March 1942 with a convoy loaded with supplies for Hawaii. She continued convoy runs from California to Pearl Harbor until 18 May when she arrived Tongatabu for fueling operations in the South Pacific. Throughout the summer she cruised to New Caledonia, Espiritu Santo, and Efate, providing fuel for destroyers and transports en route to the Pacific campaigns. The oiler departed Pago Pago 12 October and put into San Franciso 29 October for repairs and overhaul.

Kanawha resumed fueling operations upon her return to Pago Pago 13 February 1943. For the next 2 months she serviced ships engaged in the struggle in the Solomon Islands.

On 7 April a group of enemy "Vals" slipped through fighter defenses and zeroed in on *Kanawha* as she awaited an escort in Tulagi Harbor. At 1502, shortly after clearing the harbor, the slow and vulnerable oiler came under bomb attack. The first five planes hit an oil tank under the bridge, causing fires to spread rapidly along the deck. Lt. Comdr. Bock ordered the ship abandoned to minimize danger to his crew from burning oil on the surface. After rescue operations were underway, volunteers returned on board and extinguished fires amidst exploding ammunition. The tug *Rail* towed *Kanawha* on the west side of Tulagi where she was beached shortly before midnight. However, she slid off into deep water and sank before daybreak 8 April. Nineteen of her crew were lost.

Kanawha received one battle star for World War II service.

IV

(AOG–31: dp. 2,270; l. 220'6"; b. 37'; dr. 13'1"; s. 10 k.; cpl. 62; a. 1 3", 2 40mm., 3 20mm.; cl. *Sequatchie;* T. T1–M–A2)

The fourth *Kanawha* (AOG–31) was laid down 30 August 1944 by the East Coast Shipyard, Inc., Bayonne, N.J., under a Maritime Commission contract; launched 18 October 1944; sponsored by Mrs. May T. Norton; transferred to the Navy 13 November; and commissioned 23 November 1944, Lt. C. J. Byrne, USCGR, in command.

Following shakedown in Chesapeake Bay, *Kanawha* cleared Norfolk 15 January 1945 to load oil at Aruba, Netherlands West Indies, and arrived San Pedro 13 February. She arrived Pearl Harbor 20 March and departed 6 April with a cargo of lube oil, arriving Eniwetok 2 weeks later. *Kanawha* continued fueling services in the Marshalls and Marianas until she departed Ulithi 7 June with a cargo of lube oil for the Philippines and arrived Leyte 11 June. The tanker operated in the Philippines for the rest of the war and began similar duties at Okinawa 6 October. *Kanawha* sailed for America 14 November and arrived Mare Island 14 December via Pearl

Harbor. She decommissioned 23 March 1946 and was transferred to the WSA August 1946. She entered the National Defense Reserve Fleet at Suisun Bay, Calif., 4 September. She was sold for scrapping 2 March 1964.

Kanawha II

Kanawha II (SP–130) was renamed *Piqua* (*q.v.*) 1 March 1918.

Kane

Elisha Kent Kane, born in Philadelphia 28 February 1820, graduated from the University of Pennsylvania Medical School in 1842. He became Assistant Surgeon in the Navy 14 September 1843 to serve in the China Commercial Treaty mission under Caleb Cushing, in the Africa Squadron, and in the Marines during the Mexican War.

He became senior medical officer of the unsuccessful Arctic expedition searching for explorer Sir John Franklin in 1850 and 1851. Kane organized and headed a second rescue expedition which sailed from New York 31 May 1853, and wintered in Rensselaer Bay. Though at times near death, and scurvy-ridden he resolutely pushed on and chartered the coasts of Smith Sound (now called Kane Basin) and penetrated farther north than any other explorer had done up to that time. At Cape Constitution he discovered the ice-free Kennedy Channel, later followed by Hayes, Hall, Greely, and Robert E. Peary in turn as they drove toward the North Pole.

Kane finally abandoned the icebound brig *Advance* 20 May 1855 and escaped the clutches of the frozen north by an 83-day march of indomitable courage to Upernavik. The party, carrying the invalids, lost only one man in the retreat to stand in the annals of Arctic exploration as the archetype of victory over defeat. Kane returned to New York 11 October 1855 and the following year published his two-volume "Arctic Explorations." After visiting England, he sailed to Havana, Cuba, where he died 16 February 1857

I

(DD–235 : dp. 1,215 t. ; l. 314'5" ; b. 31'8" ; dr. 9'4" ; s. 35 k. cpl. 101 ; a. 4 5", 1 3" ; 2 .30 cal., 12 21" tt. ; cl. *Clemson*)

The first *Kane* (DD–235) laid was down 3 July 1918 by the New York Shipbuilding Corp., Camden, N.J. ; launched 12 August 1919, sponsored by Miss Florence Kane, cousin of Elisha Kent Kane; and commioned 11 June 1920, Comdr. William Hall in command.

Kane departed Newport 20 August 1920 for her shakedown cruise to Gibralter, Brest, Copenhagen, Danzig, and the Gulf of Riga. She was just outside the Gulf in the Baltic Sea 1 October 1920 and supposedly well-clear of the minefields laid in World War I when a mine exploded, bending her port engine shafts and port propeller struts. After repair at Landskrone, Sweden, and overhaul at Chatham, England, she sailed 21 May 1921 for the Mediterranean.

On 22 June 1921 *Kane* rescued an Italian torpedo boat drifting upon the rocks off Cape Spartivento. On 3 July she reached Constantinople for relief work in Turkish waters. She returned to Newport 23 August. She sailed 2 October with Destroyer Squadron 14 to evacuate refugees and perform other relief work in Asia Minor. She arrived in Constantinople 22 October, and was constantly used to carry supplies, medical aid, refugees and relief officials between ports of the Black Sea and the Eastern Mediterranean. She departed Constantinople 18 May 1923 and spent the next 5 years with the Scouting Fleet operating along the East Coast and in the Caribbean. She departed New York 13 February 1925 for a fleet training cruise to San Diego, thence she sailed to Pearl Harbor and returned 17 July. In the spring of 1927 the destroyer patrolled off bandit-plagued Nicaragua and the Honduras. She decommissioned in the Philadelphia Navy Yard 31 December 1930.

Kane recommissioned 1 April 1932 and departed Philadelphia 29 June for San Diego, her base for the next 4 years. She got underway from San diego 27 April 1936 for fleet exercises in the Caribbean before entering the New York Navy Yard to prepare for special service.

Kane departed New York 17 August 1936 for Spain to evacuate American citizens whose lives were endangered by the Civil War in Spain. On 30 August en route to Bilbao she had to open fire three times to drive off a trimotored monoplane dropping bombs within a hundred yards of the destroyer. A strong protest to both Spanish Civil War factions was then made and forestalled similar incidents. She called at Bilbao and Gijon embarking refugees who were taken to St. Jean de Luz France.

Cruiser *Raleigh* (CL–7) arrived at Gibralter 27 September 1936 as flagship of Squadron Forty-T commanded by Rear Admiral Arthur P. Fairfield. This special squadron, initially comprising *Raleigh*, destroyers *Kane* and *Hatfield*, and CGC *Cayuga*, saved hundreds of American and other nationals from the dangers of the war in Spain. *Kane* and *Hatfield* were relieved by destroyers *Claxton* and *Manley* 9 November 1937 and sailed for home. *Kane* entered the Charleston Navy Yard 22 November and decommissioned 28 April 1938.

Kane recommissioned 23 September 1939 to serve in the neutrality patrol in the North Atlantic. On 7 August she took up inshore defensive patrol along both coastlines of Panama. She then steamed to San Diego, arriving 4 November 1940, to patrol off the coast of California. She overhauled in the Puget Sound Naval Shipyard from 4 January to 3 March 1941, she was based at Seattle for patrols north to Alaska, and along the western seaboard. After the Japanese struck Pearl Harbor, she departed Seattle for Kodiak, Alaska, and escorted troop transports back to Seattle 23 December. Following a similar escort voyage, she arrived at Seward 19 April 1942 for inter-island convoy and submarine patrols among Alaskan ports.

On 11 June *Kane* rescued 11 survivors of the torpedoed SS *Arcata*. The morning of 3 August 1942, she found her antiaircraft guns of little use against two attacks by high-altitude Japanese 4-engine bombers. Skillful maneuvering and speed saved the plucky destroyer from bombs which fell in her wake. She continued patrol and escort duty in Alaskan and Aleutian sectors until February 1942, then was converted to a high speed transport by Todd's Dry Docks, Seattle, Wash., and reclassified APD–18. Conversion was completed by 3 April 1943 when she departed for amphibious training with the Army's 7th infantry in Monterey Bay, Calif.

Kane departed San Francisco 24 April and arrived in Cold Bay 30 April to prepare for the recapture of Attu, Aleutian Islands. The morning of 11 May, submarines *Narwhal* and *Nautilus* landed 100 Army Scouts northwest of Holtz Bay. Several hours later *Kane* was coached in through blinding fog by battleship *Pennsylvania*'s radar to land 400 reconnaissance troops, who then joined the scouts.

During the bitter ground fighting on Attu, *Kane* served as evacuation hospital transport and shuttled medical supplies between Holtz and Massacre Bay. Off the entrance to Dutch Harbor 17 July, she received 12 survivors of the Russian *Seiner No. 2*. Following amphibious exercises off Amchitka Island, she landed elements of the Army's 1st Special Service Force on Kiska 14 August and later on Little Kiska Islands. But the Japanese had evacuated under cover of fog, leaving a few mongrel dogs as sole inhabitants. This marked the end of the last Japanese hold in the Aleutians. *Kane* remained on duty between Alaskan and Aleutian ports until 20 November 1943, then steamed south for an overhaul in the Mare Island Navy Yard until 7 January 1944.

Kane arrived in Pearl Harbor 18 January 1944 to join the 5th Amphibious Force for the capture of the Marshalls. Her Marine escort secured the channel islets at

the entrance of Majuro Lagoon the night of 30 to 31 January 1944 and later took the islands on the east side of Kwajalein Lagoon. She sailed 25 February to help screen amphibious landing ships for the invasion of Milne Bay, New Guinea, then entered Seeadler Harbor, Manus, as the 7th Cavalry Regiment took the remaining strong point in the Admiralties. The high speed transport landed men of the 163d Infantry at Aitape 22 April 1944, and bombarded enemy positions before withdrawing to pound Ali Island. After escorting a convoy to the Solomons she returned to Pearl Harbor 23 May 1944.

After training out of Pearl Harbor and preparations at Eniwetok, *Kane* landed Marines for the invasion of Saipan 15 June 1944. After the fast carriers of the 5th Fleet destroyed Japan's carrier-based airpower in the Battle of the Philippine Sea, the transport supported Underwater Demolition Team 4 in operations off Salpan. On 23 June she dodged an aerial bomb that sprayed her with sharpnel and wounded three men. She replenished at Eniwetok, then entered Agat Bay, Guam, the afternoon of 17 July. The Japanese had planted three lines of palm-log cribs filled with coral rocks, linked each to the other by wire cables. Her "naked warriors" of Underwater Demolition Team 4, assisted by other teams, blew up hundreds of these obstacles, clearing the way for the marines, who landed 21 July 1944. On 24 July, as the frogmen worked into the night, Japanese mortar fire in Agat Bay barely missed *Kane*. She returned to Pearl Harbor 10 August 1944 but entered Leyte Gulf 18 October carrying 100 tons of demolition explosives to be used in clearing the way for the Leyte Invasion landings 2 days later. She carried her demolition teams to the Admiralty Islands, then set course for home and an overhaul arriving San Pedro, Calif., 4 December.

Kane departed San Diego 20 April 1945 to train Underwater Demolition Team 24 in Hawaiian waters until 4 May, then arrived off Kerama Retto 12 June. After escorting hospital *Solace* (AH-5) out of the combat zone, she patrolled the southwest anchorage of Ilinawa and fought off two suicide planes 21 June. A week later she sailed with a convoy bound for Leyte. She became a unit of the Philippine Sea Frontier on 4 July and patrolled the shipping lanes leading eastward guarding against submarines until the close of hostilities.

Kane departed San Pedro Bay, Leyte, 13 September escorting occupation troops to Korea, arriving Jinsen 17 September. Thereafter she became an unofficial receiving ship and handled communications for the Jinsen representative of the 7th Amphibious Force. Relieved 12 November 1945, she headed for home arrived San Diego 13 December 1945. After sending 149 Navy veterans ashore, she transited the Panama Canal for the Philadelphia Navy Yard, where she decommissioned 24 January 1946. She was sold for scrapping 21 June 1946 to Northern Metals Co., Philadelphia.

Kane received seven battle stars for service in World War II.

II

(T–AGS–27: dp. 2,623 t.; l. 282'11½"; b. 48'; s. 12 k.; cpl. 44; a. none.)

The second *Kane* (T–AGS–27) was launched 20 November 1965 by the Christy Corp., Sturgeon Bay, Wis.; sponsored by Mrs. Harold T. Duetermann, wife of Vice Admiral Deutermann; assigned to MSTS; and placed in service 26 May 1967 for scientific operations under the Atlantic. Besides conducting coastal hydrographic and oceanographic surveys, *Kane* also tends small survey craft, helicopters, and Marine Corps survey teams. She is capable of compiling and printing finished charts on the spot to meet fleet and landing force requirements and has accommodations for scientists.

Kane County

Counties in Illinois and Utah.

(LST–853: dp. 1,625; l. 328'; b. 50'; dr. 11'; s. 12 k.; cpl. 268; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–853 was laid down by Chicago Bridge & Iron Co., Seneca, Ill., 30 August 1944; launched 17 November; sponsored by Mrs. Ellen Scott DeCoursey; and commissioned 11 December, Lt. Charles B. Salsbury in command.

After shakedown off Florida, *LST–853* departed New Orleans for the Pacific 19 January 1945. She loaded troops and equipment on the West Coast before steaming from Seattle 10 March. Sailing via Pearl Harbor, Eniwetok, and Guam, she arrived Saipan 25 April. The landing ship embarked units of the 1878th Engineer Aviation Battalion, then sailed on the 27th for Okinawa. Arriving 6 days later in the midst of enemy air raids, *LST–853* discharged men and equipment on this strategic base which lay at the gateway to Japan.

She returned Saipan 24 May and, during the remaining months of the war, shuttled troops and equipment among the Marinas, Philippines, and Okinawa staging areas for the planned invasion of Japan. The enemy's acceptance of Allied peace terms obviated an invasion, so *LST–853* then operated in the Far East, transporting occuption forces until early December.

Arriving Saipan 13 December, she embarked veterans

USS *Kane* (DD–235)

of the Pacific fighting in the Marianas and sailed for the United States in January 1946. After arrival on the West Coast, *LST–853* then sailed to Astoria. Oreg.; and decommissioned at Vancouver, Wash., 24 July. While berthed in the Columbia River with the Pacific Reserve Fleet, she was named *Kane County* 1 July 1955.

Under provisions of the Military Assistance Program, she was transferred to the Republic of Korea 22 December 1958, and serves the ROK navy as *Su Yong* (LST–813).

LST–853 received one battle star for World War II service:

Kangaroo

Any of a family of herbiverous, leaping, marsupial mammals of Australia, New Guinea, and adjacent islands.

I

A former name retained.

(SP–1284: t. 29; l. 62′4″; b. 10′11″; dr. 3′6″; s. 21 k.; cpl. 11; a. 1 1-pdr.)

Kangaroo, a motor boat, was built in 1917 by Herreshoff Mfg. Co., Bristol, R.I.; purchased 18 September at Boston from her owner, Henry A. Morse, of Marblehead, Mass.; and commissioned 10 December, Chief Quartermaster C. H. Waterman, USNRF, in command.

Assigned to the 1st Naval District, *Kangaroo* served on section and inner harbor patrol in Penobscot Bay, Maine, until 14 October 1918, when she sailed for Key West, Fla. Arriving 12 January 1919, she performed patrol and dispatch duties along the Florida Keys and Atlantic coastal waters. She decommissioned 20 May and was taken over by the U.S. Coast Guard 22 November for customs and coastal surveillance patrols. Serving at Key West, Charleston, and Norfolk, she was renamed *AB–6* on 6 November 1923. She was sold to John H. Curtis of Norfolk 1 October 1932.

II

(IX–121: dp. 3,665; l. 441′6″; b. 56′11″; dr. 28′4″; s. 11 k.; cpl. 79; a. 1 5″, 1 3″; cl. *Armadillo:* T. Z–ET1–S–C3)

Kangaroo (IX–121) was laid down as *Paul Tulane* under Maritime Commission contract by Delta Shipbuilding Co., New Orleans, La., 28 September 1943; renamed *Kangaroo* 27 October 1943; launched 6 November 1943; sponsored by Mrs. Rufus C. Harris; acquired by the Navy on bareboat basis 17 December; and commissioned 20 December, Lt. G. D. Lawson in command.

Following shadedown in the Gulf of Mexico, *Kangaroo* departed Guantanamo Bay 24 January 1944, transited the Panama Canal the 28th, and steamed to Noumea, New Caledonia, arriving 1 March. Assigned to the Service Force Pacific as a replacement for *Stag* (IX–128), she loaded fuel and supplies and departed for Guadalcanal 21 March. Upon arrival 26 March, she commenced fueling operations; and for the next 5 months she plied the waters of the Solomons, replenishing ships with fuel needed to steam into battle.

Departing Tulagi 10 September, she sailed to the Tonga Islands, received a cargo of fuel oil, and delivered her cargo at Noumea 5 October. For 7 months she served as a shuttle and station tanker, transporting bunker oil from the Fiji and Tonga Islands to bases in the New Hebrides and New Caledonia. After a voyage to New Zealand for repairs, she departed Auckland 6 June to load fuel oil at American Samoa. Subsequently, she conducted fueling operations in the Solomons, Eniwetok, and the Western Carolines before arriving Buckner Bay, Okinawa, 14 August to resume duty as a station tanker.

While in the Pacific *Kangaroo* steamed over 20,000 miles and hauled more than 38,000,000 gallons of fuel oil and hundreds of drums of lubricating oil for fighting ships of the Navy. During her service she refueled more than 80 ships, including 10 carriers, 34 destroyers, 20 troop transports 12 cargo ships and numerous merchantmen—not to mention storage barges, oilers, and tank farms.

Kangaroo departed Okinawa 2 February 1946, for the United States. Transiting the Panama Canal 9 March, she put into Norfolk 30 April after a 6-week anchorage at Lynnhaven Roads and Hampton Roads, Va., *Kangaroo* decommissioned 13 May, and the following day she was turned over to the Maritime Commission for disposal.

Kanised

A former name retained.

(SP–439: t. 61; l. 100′; b. 17′6″; dr. 7′7″; s. 12 k.; a. 2 1-pdrs.)

Kanised (SP–439), a motor yacht, was built in 1910 at Long Branch, N.J., and acquired from her owner, Louis Kann, of Baltimore in May 1917. She had formerly been named *Nahmeoka* and *Tuscanola*. *Kanised* commissioned soon afterward, Ens. C. Van Voorhis, USNRF, in command.

Assigned to the 5th Naval District at Norfolk, *Kanised* operated in the Hampton Roads area during the balance of World War I. She served as mail ship on harbor patrol and as flagship of Squadron 4 on section patrol. After the war, she remained at Norfolk until being sold 13 December 1919, to J. A. Mickelson of Morris Heights, N.Y.

Kankakee

A river in Indiana and Illinois that joins the Des Plaines River to form the Illinois River.

(AO–39: dp. 6,013; l. 501′5″; b. 68′; dr. 30′9″; s. 17 k.; cpl. 261; a. 1 5″, 4 3″; 8 40mm., 8 20mm.; cl. *Kennebec;* T. T2–A)

Kankakee (AO–39) was launched as SS *Colina* by Bethlehem Steel Co., Sparrows Point, Md., 24 January 1942; sponsored by Mrs. D. A. Little; acquired for the Navy 31 March through the Maritime Commission from her owner, Socony-Vacuum Oil Co., New York, N.Y.; and commissioned as *Kankakee* at Norfolk, Va., 4 May, Captain W. H. Mayes in command.

Departing Norfolk 1 June, *Kankakee* transported a cargo of fuel oil from Baton Rouge, La., to Coco Solo, C.Z., and arrived San Francisco via San Pedro 14 July for additional conversion. She cleared the Golden Gate 27 August and steamed to Noumea, New Caledonia, arriving 18 September to commence duty as a unit of SerRon 8. Sailing between New Caledonia, the New Hebrides, the Fijis, and Pearl Harbor, she spent the next 7 months refueling combat ships and convoys engaged in the bitter, protracted struggle for the Solomon Islands. She departed Noumea 18 April 1943 and arrived San Pedro 3 May for a 6-week overhaul before returning to the South Pacific 19 June.

Reaching Noumea 8 July, she resumed refueling, cargo, and passenger runs, serving the 3d Fleet between the New Hebrides and Solomon Islands. Sailing to the south of Guadalcanal 1 November, she refueled Admiral Sherman's fast carriers, *Saratoga* (CV–3) and *Princeton* (CV–23), 3 to 4 November in preparation for a suprise air strike against Japanese shipping at Rabaul on the 5th. From 21 February to 2 March 1944 she replenished destroyers to the east of New Ireland as they battered the Bismarck Barrier with bombardments on Kavieng and Rabaul. Captain Arleight A. Burke, Commander of the "Little Beavers" (DesRon 23) and later Chief of Naval Operations, commended *Kankakee* as the "most efficient tanker we have met." And while on a similar misssion 22 to 30 March, she refueled carriers of a task force as they sailed to launch destructive air strikes 30 March to 1 April against the enemy-held Palau, Yap, and Woleai Islands in the Western Carolines. Loaded with fuel oil and gasoline, she next refueled escort ships engaged in the Saipan

landings. On 14 July she returned to San Diego for a short upkeep.

Kankakee departed the West Coast 24 August; she arrived Kossol Roads, Palaus, 10 October to serve as station tanker until 1 November when she shifted her base to Ulithi, Western Carolinas. From there she provided logistics support to ships that were hitting the enemy from the Philippines to the "home islands," forcing Japan's unconditional surrender. Throughout November and December 1944 and January 1945 she replenished Task Force 38. This Task Force struck the enemy devasting blows at Luzon, Formosa, the China Coast, and French Indochina. Departing Ulithi 8 February, she steamed northward and remained at sea until 3 March to refuel carriers, battleships, cruisers, and destroyers of the 5th Fleet engaged in the savage struggle for Iwo Jima and the supporting carrier air strikes on Tokyo. After renewing her cargo at Ulithi, she sailed 13 March to supply carriers, including *Franklin* (CV–13) and *Langley* (CVL–27) as they were conducting air strikes on Kyushu, the Inland Sea, and the Ryukyus. On 1 April, as landings on Okinawa progressed, *Kankakee* departed Southern Anchorage, Ulithi, for logistic support duty off Okinawa. Under the operational command of Rear Admiral D. B. Beary, Commander SerRon 6, she furnished fuel and supplies at sea to ships of the 5th Fleet. During much of the next 3 months she helped maintain their striking power and mobolity in the last great amphibious campaign of the war. Completing her Ryukyus duty 14 June, she resumed support 3 July for the 3d Fleet as Task Force 38 conducted devasting aerial and naval bombardments on the "home islands" from Hokkaido to the Inland Sea. *Kankakee* steamed southeast of Japan as offensive operations ceased 15 August; but she maintained logistic support until her return to Ulithi 5 September. After putting into Tokyo Bay 20 September, she proceeded to the United States, arriving San Pedro 18 November for overhaul.

Assigned to NOTS 28 February 1946, *Kankakee* departed San Pedro 13 March to serve as station tanker in Japan and China. For much of the next 5 years, she cruised the North Pacific Ocean from Alaska to the Philippines. During 1946 and 1947 she transported fuel oil from Bahrein Island in the Persian Gulf to Japan and the Philippines.

Now assigned to MSTS, she had an overhaul at Mare Island. *Kankakee* departed Seattle 2 February 1951 for duty with the 6th Fleet. She loaded aviation gasoline at Marcus Hook, Pa., and sailed 13 March to join *Coral Sea* (CVB–43) in the Mediterranean 2 April. Spending 4 months in support of the 6th Fleet she returned to San Pedro 7 September. She departed Wilmington, Calif., 23 December with a cargo of Korean-bound gasoline. Reaching Pusan 10 January 1952 after discharging her cargo, she returned via Sasebo, Japan, to San Francisco 2 February.

Kankakee departed San Francisco 1 April; after loading fuel oil at Houston, Tex., she sailed 19 April for the Mediterranean, arriving Oran, Algeria, 4 May to fuel 6th Fleet carriers. Completing this important duty 21 November, she transported aviation gasoline from Saint Rose, La., to the West Coast, arriving Wilmington 20 December. She conducted fueling operations along the Pacific coast and sailed from San Pedro 26 August 1953 for deployment with the 6th Fleet. From her departure at Beaumont, Tex., 12 September to her arrival at New York 31 May 1955 she conducted two, 7-month deployments to the Mediterranean in support of 6th Fleet peace-keeping operations. Placed in commission in reserve at Norfolk 17 August, she was towed to Baltimore 14 October, thence to Philadelphia 29 November. She decommissioned 30 November and entered the Atlantic Reserve Fleet.

Kankakee recommissioned 20 December 1956, Comdr. G. R. Wells in command. Assigned to MSTS, she departed Philadelphia 26 December for 8 months of Atlantic fuel-shuttle duty that carried her from the eastern seaboard and Venezeula to Newfoundland, Labrador, and the coast of western Europe. From 14 to 21 September 1957 she operated out of Portland, England, to support the NATO exercise "Strikeback." Following return to Norfolk 1 October, she sailed via New York for Port Arthur, Tex., arriving 4 November. She decommissioned the next day and entered the Maritime Defense Fleet Reserve.

Placed in reserve 1 February 1959, *Kankakee* was reinstated 1 September 1961 and recommissioned 29 November at New Orleans, Captain M. O. Slater in command. Assigned to SerRon 4, she departed New Orleans 9 December, arriving Newport, R.I., 15 December. After a Caribbean cruise from 8 January to 8 March 1962, she operated along the Atlantic coast. On 24 October, 2 days after President Kennedy imposed a naval quarantine against the shipment of Russian offensive missiles into Cuba, *Kankakee* departed Newport to furnish logistic support for the powerful fleet swiftly assembled there. Before returning to Newport 5 December, she refueled 89 ships at sea, pointing out the self sufficiency and mobility of seapower.

Operating out of Newport, this versatile oiler engaged in a variety of missions between 25 February 1963 and 5 June 1964. During June 1963 she participated in joint U.S.-French convoy exercises, and in August she supported Atlantic ASW exercises. *Kankakee* deployed to the Mediterranean 3 July. While serving with the 6th Fleet, she refueled and serviced 269 ships and supplied them with more than 29 million gallons of fuel oil and aviation gasoline. During August she supported the Fleet's Cyprus patrol as the United States continued its role of world importance of keeping the peace in the Middle East. Her deployment completed, *Kankakee* returned to Newport 22 December.

Kankakee operated along the East Coast and in the Caribbean into 1967. One of the highlights of her service occurred in March 1965 when she acted as a recovery unit for NASA's Gemini 4 space flight. On this operation, besides her glamourous recovery duty, she refueled other ships of the recovery team. She continues to bring vital fuel to the ships of the Atlantic Fleet.

Kankakee received six battle stars for World War II service and one for Korean service.

Kansas

The first *Kansas* was named for the Kansas River, which is formed by the confluence of the Republican and Smoky Hill Rivers at Junction City and northeastern Kansas, and flows east some 200 miles before emptying into the Missouri River at Kansas City.

The second *Kansas* was named for the state, which was admitted to the Union 29 January 1861, as the 34th state.

I

(Gbt: t. 625; l. 129'6"; b. 29'; dr. 10'6"; s. 12 k.; cpl. 108; a. 1 150-pdr. r., 2 12-pdr. r., 2 20-pdr. D.r., 2 9" D.sb.)

The first *Kansas* was built at Philadelphia Navy Yard with machinery taken from prize steamer *Princess Royal;* launched 29 September 1863; sponsored by Miss Annie McClellan; and commissioned at Philadelphia 21 December 1863, Lt. Comdr. Pendleton G. Watmough in command.

The day of her commissioning, the gunboat was ordered to Hampton Roads to join the North Atlantic Blockading Squadron. She arrived Newport News, Va., 30 December; but engine and boiler trouble required her to return to the Washington Navy Yard for repairs.

In March 1864 the gunboat was stationed at Wilmington, N.C., off New Inlet, where she served during most of the remainder of the war. With *Mount Vernon*, *Howquah*, and *Nansemond*, she engaged Confederate ironcladram *Raleigh*, (Flag Officer Lynch) which had steamed over the bar at New Inlet 6 May to attack the Northern blockaders. The withering fire from the Union ships caused *Raleigh* to withdraw toward safety within the harbor, but she grounded and broke her back while attempting to cross the bar at the mouth of the Cape Fear River. After strenuous efforts to save the stricken vessel proved fruitless, she was destroyed to prevent her falling into Union hands.

Shortly before dawn 15 May, *Kansas* ended a 2-hour chase by capturing British steamer *Tristram Shandy* as the blockade runner attempted to escape to sea with a cargo of cotton, tobacco, and turpentine. The next day the proud gunboat towed her prize into Beaufort. On her return passage she brought Colonel James Jourdan to reconnoiter Confederate defenses at Fort Fisher in preparation for future attacks.

Throughout the night of 27–28 May, *Kansas* chased a blockade-running steamer which finally escaped. That morning boiler trouble prevented her getting underway to chase another steamer which dashed out from Wilmington. After remaining on blockade duty at New Inlet until August, the gunboat returned to Philadelphia for repairs.

Kansas rejoined her squadron late in September; and, after briefly cruising at sea, she returned to her old station off New Inlet in mid-October. There she chased and headed off steamer *Annie* trying to slip out of New Inlet with a cargo of cotton. This action 31 October enabled *Wilderness* and *Niphon* to capture the chase a short time later. On 7 December, while Admiral Porter and General B. F. Butler planned joint operations against Wilmington to close that vital Confederate port once and for all, *Kansas* was one of the Union gunboats which were making blockade-running in that quarter hazardous. That day they forced steamer *Stormy Petrel* ashore where she was abandoned by her crew and, a few days later, destroyed by a gale.

At daylight Christmas Eve, *Kansas* was part of the huge fleet which formed in line of battle before Fort Fisher and pounded the formidable Confederate works with a furious bombardment. Although the cannonade drove the staunch Southern defenders from their guns to shelter in bombproofs, transports carrying the Union soldiers did not arrive from Beaufort until too late to launch the assault that day.

The next morning, the ships again opened fire on the forts and maintained the bombardment while troops landed near Flag Pond Battery, north of the main defensive works. Some 2,000 men established a beachhead under the protection of naval gunfire which kept the Confederate garrison pinned down and away from their guns. Late that afternoon, supported by heavy fire from the Union ships, Army skirmishers advanced to within yards of the fort. Lt. Aeneas Armstrong of the Confederate Navy later described the effectiveness of the bombardment: "The whole of the interior of the fort, which consists of sand, merlons, etc., was as one 11-inch shell bursting. You can not inspect the works and walk on nothing but iron." However, General Butler, considering the works too strong to be carried by assault with the troops available, aborted the operation by ordering his troops to reembark.

Undaunted by this setback, the Navy was not to be denied. At Porter's request Grant sent him a new commander. *Kansas* was one of some five dozen ships which Porter sent against Fort Fisher 13 January 1865. A naval landing party of 2,000 sailors and marines reinforced 8,000 soldiers under Major General Alfred H. Terry. The ensuing onslaught was a classic example of complete Army-Navy coordination. *New Ironsides* led three monitors to within 1,000 yards of Fort Fisher and opened on its batteries. Meanwhile, *Kansas* and the other wooden warships formed in line of battle in close order and shelled Flag Pond Battery and the adjacent woods at 0715. Half an hour later they sent in boats to assist in disembarking the landing party which went ashore out of range of the fort's guns. Once the beachhead had been established, *Kansas* stood toward Fort Fisher to join in the bombardment of the main Confederate works. She continued the bombardment intermittently for the next 2 days. Shortly before noon 15 January, her launch went ashore with 20 men to join the naval brigade for the final push. The gunboat maintained heavy fire during the following hours while soldiers, sailors, and marines braved the deadly fire of the stouthearted Southern defenders. Finally at 2200 loud cheering and illumination of the fleet announced the fall of the forts.

After cleanup operations in the Wilmington area, *Kansas* moved to the James River late in February to support General Grant's final drive to Richmond. From time to time during the closing weeks of the war, *Kansas* supported Army operations ashore with her guns, particularly near Petersburg. The day after General Lee surrendered at Appomattox Court House, the gunboat was ordered to a station off Cape Henry to prevent the escape of Confederate sympathizers who were reportedly planning to capture vessels in the bay.

Kansas entered the Philadelphia Navy Yard 23 April and decommissioned 4 May. She recommissioned 28 July, Lt. Cmdr. Clark H. Wells in command, and departed Philadelphia 5 August to begin a 4-year voyage in the South Atlantic which took her to Cape Town, Africa, as well as to many ports in the Caribbean and South America. This long and interesting deployment ended 15 September 1869, when the gunboat arrived Washington Navy Yard, where she decommissioned a week later.

After a year in ordinary at Washington, she recommissioned 26 September 1870, Lt. Cmdr. Norman H. Farquhar in command. She stood down the Potomac 10 October and arrived Hampton Roads 3 days later to join *Mayflower* for the Tehuantepec surveying-expedition sent to southern Mexico to determine the feasibility of constructing an interoceanic canal across the Isthmus of Tehuantepec which separates the Gulf of Mexico from the Pacific Ocean. The ships sailed via Key West for Vera Cruz 14 October. The expedition carefully surveyed the narrow neck of land and recorded invaluable scientific information making "many calculations to prove that a ship-canal across the Isthmus of Tehuantepec is not only practicable, but that the obstacles in the way of the canal route are of the most ordinary nature."

When she returned to Washington 15 June 1871, her crew was seriously debilitated by fever contracted in the tropics. As a result, she was ordered to the North Atlantic to join a special squadron under Vice Admiral Rowen at Portsmouth, N.H. She stood in to Staten Island 10 October to participate in the reception given the Russian Fleet. She departed New York Harbor 29 November for Cuba and arrived Havana 5 December. The gunboat left that port 25 February 1872 to obtain supplies and await Comdr. A. F. Crossman who headed another Nicaragua-surveying expedition. She was employed gathering data on potentional interoceanic canal routes until returning to Key West 13 July.

Kansas departed Key West 6 August to determine positions for a submarine cable between Key West and Havana and returned a week later. She departed Key West 21 August and arrived Halifax, N.S., 5 September. She stood out of Halifax 17 September and arrived New York 21 November after visiting Salem, Mass., and Newport, R.I., en route. She got underway for another surveying expedition of Central America 1 January 1873, which ended when she returned to Key West 15 July.

In November Spanish authorities in Cuba seized arms-running ship *Virginius*, illegally fiying the American flag on the high seas, and summarily shot 53 of her passengers and crew. On hearing of this incident, *Wyoming* sailed without orders to Santiago and entered a vigorous protest. *Kansas* stood out of New York 14 November to join *Wyoming* in checking brutal action and in protecting the nation's interests. After battling severe weather, she arrived Santiago 2 December. As a host of other warships from the Home Fleet, the South Atlantic, and the European station converged on Cuba, the 102 survivors of *Virginius*, owing their lives to the prompt naval action, were delivered on board the first arrival, *Juniata*, and taken to New York.

Kansas returned to Key West Christmas Day. In February 1874 she participated in a naval drill in Florida Bay. Her final year of active service was devoted to cruising in the Caribbean Sea and the Gulf of Mexico, at the time a region of considerable unrest. She sailed

from Pensacola 8 July 1875, and arrived Portsmouth, N.H., on the 21st. She decommissioned there 10 August and laid up until sold at Rockland, Maine, to Captain Israel L. Snow 27 September 1883.

II

(BB–21: dp. 16,000; l. 456'4"; b. 76'10"; dr. 24'6"; s. 18 k.; cpl. 880; a. 4 12", 8 8", 12 3-pdrs., 2 1-pdrs., 2 .30 cal., 4 21" tt.; cl. *Vermont*)

The second *Kansas* (BB–21) was launched by New York Shipbuilding Corp., Camden, N.J., 12 August 1905; sponsored by Miss Anna Hoch, daughter of the Governor of Kansas; and commissioned in Philadelphia Navy Yard 18 April 1907, Captain Charles B. Vreeland in command.

The new battleship departed Philadelphia 17 August 1907, for shakedown training out of Provincetown, Mass., and returned home for alterations 24 September. She joined the "Great White Fleet" at Hampton Roads 9 December and passed in review before President Theodore Roosevelt while getting underway on the first leg of the fleet's historic world cruise. The American ships arrived Port-of-Spain, Trinidad, 23 December and 6 days later got underway for Rio de Janeiro. From there they sailed south along the east coast of South America and transited the perilous Straits of Magellan in open order. Turning north, the fleet visited Valparaiso, Chile, and Callao Bay, Peru, en route to Madalena Bay, Mexico, for a month of target practice.

The "Great White Fleet" reached San Diego 14 April 1908, and moved on to San Francisco 7 May. Exactly 2 months later the spotless warships sortied through the Golden Gate and headed for Honolulu. From Hawaii they set course for Auckland, New Zealand, to be greeted as heroes upon arrival 9 August. The fleet made Sydney 20 August and, after enjoying a week of the most warm and cordial hospitality, sailed to Melbourne where they were welcomed with equal graciousness and enthusiasm.

Kansas had her last glimpse of Australia 19 September on leaving Albany for ports in the Philippine Islands, Japan, and Ceylon before transiting the Suez Canal. She departed Port Said, Egypt, 4 January 1909, for a visit to Villefranche, France, and then staged with the combined "Great White Fleet" at Gibraltar and departed for home 6 February. She again passed in review before President Roosevelt as she entered Hampton Roads 22 February, ending a widely acclaimed voyage of good will subtly but effectively demonstrating American strength to the world.

A week later *Kansas* entered the Philadelphia Navy Yard for overhaul. Repairs completed 17 June, the battleship began a period of maneuvers, tactical training, and battle practice which lasted almost until the close of the following year. With the 2d Battleship Division, she sailed 15 November 1910, for Europe visiting Cherbourg, France, and Portland, England, before returning to Hampton Roads via Cuba and Santo Domingo. She again departed Hampton Roads 8 May 1911, for Scandinavia, visiting Copenhagen, Stockholm, Cronstadt, and Keil before returning to Provincetown, Mass., 13 July. She engaged in fleet tactics south to the Virginia capes before entering the Norfolk Navy Yard 3 November for overhaul.

Early in 1912, she began several months of maneuvers out of Guantanamo Bay and then returned to Hampton Roads to serve as one of the welcoming units for the German Squadron which visited there from 28 May to 8 June and New York from 8 to 13 June.

The battleship embarked Naval Academy Midshipmen at Annapolis 21 June for a summer practice cruise which took her, among other ports of call along the Atlantic seaboard, to Baltimore during the Democratic National Convention which nominated Woodrow Wilson. After debarking her midshipmen at Annapolis 30 August, she

USS *Kansas*, a Steam Gunboat in 1863

sailed from Norfolk 15 November for a training cruise in the Gulf of Mexico. She returned to Philadelphia 21 December to enter the Navy Yard for overhaul.

Back in top shape 5 May 1913, *Kansas* operated on the East Coast until she stood out of Hampton Roads 25 October, bound for Genoa, Italy. From there she proceeded to Guantanamo Bay en route to the coast of Mexico to operate off Vera Cruz and Tampico watching out for American interests in that land then troubled by revolutionary unrest as rival factions struggled to attain and hold power. She returned to Norfolk 14 March 1914, and entered the Philadelphia Navy Yard for overhaul 11 April.

Kansas departed Norfolk 1 July with the body of the Venezuelan Minister to the United States, arriving La Guaira 14 July. Then she returned to the Mexican coast to patrol off Tampico and Vera Cruz supporting the A.E.F. which had landed there. She departed Vera Cruz 29 October to investigate reports of unstable conditions at Port au Prince, Haiti, where she arrived 3 November. The battleship stood out of Port au Prince 1 December and reached Philadelphia a week later. Maneuvers off the East Coast and out of Guantanamo Bay occupied her until she entered the Philadelphia Navy Yard for overhaul 30 September 1916.

Kansas was still in that yard 6 April 1917 when the United States entered World War I. She arrived in York River from Philadelphia 10 July and became a unit of the 4th Battleship Division, spending the remainder of the war as an engineering training ship in Chesapeake Bay occasionaly making escort and training cruises to New York. After the Armistice, she made five voyages to Brest, France, to embark and return veterans home.

She was overhauled at the Philadelphia Navy Yard from 29 June 1919 to 17 May 1920. Three days later she arrived at Annapolis where she embarked midshipmen and sailed 5 June for a practice cruise to Pacific waters, transiting the Panama Canal to visit Honolulu, Seattle, San Francisco, and San Pedro. She departed the latter port 11 August, transitted the canal, and visited Guantanamo Bay before returning to Annapolis 2 September.

Proceeding to Philadelphia, *Kansas* became flagship of Rear Admiral Charles F. Hughes, Commander of Battleship Division 4, Squadron 2, and future Chief of Naval Operations. She sailed for Bermuda 27 September and was inspected by the Prince of Wales at Grassey Bay, Bermuda, 2 October. Two days later she was underway for the Panama Canal and Samoa. She was at Pago Pago, Samoa, 11 November when Captain Waldo Evans became Governor of American Samoa. After visiting Hawaiian ports and transiting the Panama Canal, she cruised in the Caribbean and the Panama Canal before returning to Philadelphia 7 March 1921.

Kansas embarked midshipmen at Annapolis and sailed 4 June 1921, with three other battleships bound for Christiana, Norway, Lisbon, Gibraltar, and Guantanamo Bay. She returned 28 August to debark her midshipmen before visiting New York from 3 to 19 September. She entered the Philadelphia Navy Yard 20 September and decommissioned 16 December. Her name was struck from the Navy List 24 August 1923, and she was sold for scrap in accordance with the Washington Treaty limiting naval armament.

Kansas City

Large cities in Missouri and Kansas.

The keel of *Kansas City* (CA–128) was laid 9 July 1945 by the Bethlehem Steel Co., Quincy, Mass., but further construction was cancelled 12 August 1945.

I

(AOR–3: dp. 37,360 (f.); l. 659′; b. 96′; dr. 33′; s. 20 k.; cpl. 350; a. 4 3″; cl. *Wichita*)

The name *Kansas City* was assigned to AOR–3 on 27 April 1967. The General Dynamics Corp., Quincy Div., Quincy, Mass., began construction of the replenishment fleet tanker in the summer of 1967 with completion planned for the summer of 1969.

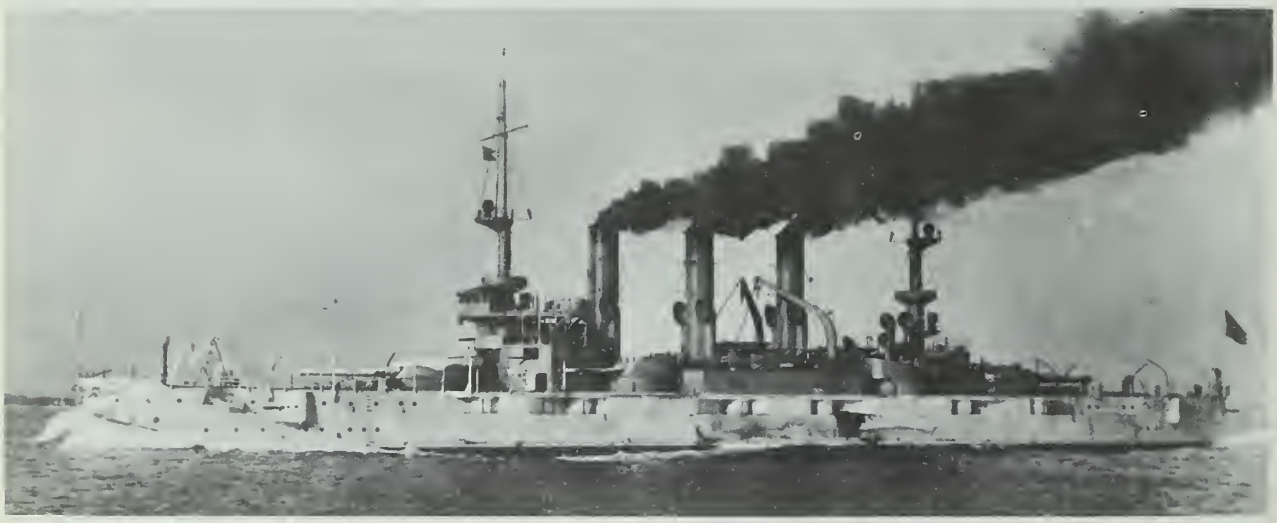
Once commissioned, *Kansas City* will operate as a multipurpose replenishment ship furnishing fuel, ammunition, and fleet provisions and stores to the far-ranging U.S. force at sea.

Kapvik

Name coined by Rear Admiral Russell S. Berkey, who fashioned it by combining the first three letters of the surname of Comdr. Leonard Kaplan with Vik, a village on the southermost point of Iceland.

(YO–155: dp. 792; l. 208′1″; b. 39′1″; dr. 11′8″; a. none)

Kapvik (YO–155) was built as *Poling Bros. Barge No. 9* by John H. Mathis Co., Camden, N.J., in 1934 and owned by Augustus and Chester A. Poling of New York City. Loaded with a partial cargo of gasoline, the commercial barge broke from her moorings in New York harbor during a storm in late 1941; drifted out to sea; and



USS *Kansas* (BB–21) in 1907—a sister ship of USS *Vermont* (BB–20) and *Minnesota* (BB–22)

finally washed ashore in January 1942 8 miles east of Vik on the southern coast of Iceland. On 17 May plans were approved for the Naval Operating Base at Reykjavik, Iceland, to salvage *Poling Bros. Barge No. 9.*

Under the command of Comdr. L. Kaplan, Salvage Officer of the Naval Operating Base, salvage operations began 26 May. Though not a large undertaking, the task proved both challenging and trying. Along the coast of southern Iceland, where the sea was calm for less than 7 days out of the year, the powerful surf pounded the shore with "unremitting force." And yet, aided by a favorable sea and wind at the crucial moment, the barge was pulled off the shore 23 June by *Barnegat* (AVP–10) and refloated. The following day she was towed to Hvalfjordur, Iceland. Renamed *Kapvik*, she was placed "in operation" 10 September.

Serving as a fuel oil barge, *Kapvik* operated out of Reykjavik and Skerjafjordur until 24 January 1944 when she was transferred to the United Kingdom under the Lend-Lease Act. Returned to custody of the U.S. Navy 26 June 1946, she was struck from the Naval Register 29 September 1947, and transferred to the Maritime Commission for disposal.

Karibou

A former name retained.

(SP–200: t. 25; l. 65'6"; b. 12'5"; dr. 4'6"; s. 10 k.; cpl. 7; a. 1 1-pdr.)

Karibou, a motor boat, was built by Salisbury Marine Construction Co., of Salisbury, Md., in 1911. The Navy chartered her from her owner, Harwood Spencer, of Asheville, N.C., 17 May 1917; and she commissioned the following day, Boatswain Albert Miller, USNFR, in command.

Assigned to the 5th Naval District at Norfolk, *Karibou* served as an armed guard patrol in the harbors of Norfolk and Newport News. She acted as a mail and dispatch boat along the lower reaches of the James and York Rivers and patrolled Atlantic coastal waters from Norfolk to Virginia beach. *Karibou* decommissioned 5 February 1919, and was returned to her former owner the same day.

Karin

A minor planet revolving around the sun between the orbits of Mars and Jupiter.

(AF–33: dp. 3,139; l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 85; a. 1 3", 6 20mm.; cl. *Adira*)

Karin (AF–33) was launched 22 June 1944 by Pennsylvania Shipyard Inc., Beaumont, Tex., under a Maritime Commission contract; sponsored by Mrs. E. M. Ratcliff; acquired by the Navy and commissioned 3 February 1945, Lt. Richard C. Mallon in command.

After a brief shakedown in the Gulf of Mexico, *Karin* loaded cargo at Mobile, Ala., sailed through the Panama Canal, and arrived Pearl Harbor 23 March 1945. She departed 4 April with food for the Pacific Fleet and discharged cargo at Eniwetok and Saipan. For the closing months of the war, the store ship made two additional cruises from Pearl Harbor to Saipan and Ulithi.

After the end of the war, *Karin* carried supplies to occupation forces in the western Pacific. Early in November she steamed to the assistance of *Bridge* (AF–1) after the other store ship had struck a mine off Korea. After salvaging the ship's cargo and distributing it at Pusan and Jinsen, she got underway on the 22d for Seattle, arriving 21 December.

From 1946 to 1950 *Karin* made cruises from San Francisco to the mid-Pacific and the Far East, supplying the fleet with fresh and frozen provisions.

During the summer of 1950, *Karin* was in the Far East when Communist forces invaded South Korea. She remained in the area until January 1951, provisioning U.S. and U.N. ships operating there. After returning to San Francisco 19 February for overhaul at Mare Island, she resumed provisioning cruises to the Marshalls and Pearl Harbor.

On 7 January 1952 *Karin* departed San Francisco and resumed supply operations out of Japan in early February. She made runs between Sasebo and Yokosuka, and two cruises to Pusan and Inchon, Korea. *Karin* returned to San Francisco 18 December to prepare for provisioning duties in the mid-Pacific.

During 1954 her home port was changed from Mare Island to Pearl Harbor. She arrived Sasebo, Japan 17 June for operations in the Far East. While there, *Karin* was assigned to special duty in Indochina and from 25 August to mid October participated in Operation "Passage to Freedom." During this period more than 100,000 Vietnamese men, women, and children were evacuated from the Communist dominated North to the free world in the south. *Karin* assisted this gigantic population transfer by supplying many ships with fresh and frozen foods while providing the Vietnamese with rice and small essentials.

Karin returned Pearl Harbor 10 November to prepare for her regular duties. From 1955 to 1958 she made 18 cruises to the mid-Pacific with provisions and supplies. *Karin* departed Pearl Harbor 25 September 1958, arriving Astoria, Oreg., 6 October; and decommissioned there 15 December 1958. She was transferred to WSA and struck from the Navy list September 1961. She was placed in the National Defense Reserve Fleet and at present is berthed at Puget Sound, Olympia, Wash.

Karin received two battle stars for Korean conflict service.

Karluk, see *YP–561*

Karnes

A county in Texas.

(APA–175; dp. 6,873; l. 455'; b. 62'; dr. 24'; s. 17.7 k; cpl. 536; a. 1 5", 12 40mm., 1 20mm.; cl. *Haskell*)

Karnes (APA–175) was launched 7 November 1944 by Oregon Shipbuilding Corp., Portland, Oreg., for the Maritime Commission; sponsored by Miss Nora Clancy; acquired and commissioned by the Navy 3 December 1944, Captain R. B. Miller in command.

After shakedown along the California coast *Karnes* arrived Pearl Harbor 13 February 1945 with passengers and cargo from the West Coast. Six days later she sailed in convoy to land troops at Saipan and other staging areas in the Pacific. At Saipan she embarked 406 Marines wounded in the Iwo Jima campaign and returned Pearl Harbor 17 March.

With the Okinawa invasion well underway, *Karnes* departed Pearl Harbor 7 April with troops and supplies to reinforce Americans fighting on that bitterly contested island. She arrived Okinawa 3 May and unloaded troops and equipment while under heavy kamikaze attack. She departed the battle zone 8 May with 866 survivors of ships damaged by kamikazes. *Karnes* discharged some survivors at Saipan and arrived San Francisco 27 May with the remaining group.

She returned to the embattled Pacific islands, arriving Manila 1 July with troop replacements and cargo. Following this mission, the transport returned Pearl Harbor 23 July to begin training for the anticipated invasion of the Japanese home islands and maneuvers.

Upon the cessation of hostilities 14 August *Karnes* began preparing for the occupation of Japan, arriving Sasebo 22 September. She was then assigned to "Magic-Carpet" duty returning men eligible for discharge, and arrived San Francisco 11 November with her first group of veterans. *Karnes* ended a second "Magic-Carpet" cruise 12 January 1946, returning American fighting men from China. On 13 February she departed San Francisco and arrived Norfolk 2 March where she decommissioned 11 April 1946. *Karnes* was returned to the WSA 24 April 1946. She entered the National Defense Reserve Fleet and is berthed in James River, Va.

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Karnes received one battle star for World War II service.

Kasaan Bay

An eastern inlet on Prince of Wales Island off southern coast of Alaska.

(CVE–69; dp. 7,800; l. 512'3"; b. 65'; ew. 108'1"; dr. 22'6"; s. 18 k.; cpl. 856; a. 1 5", 16 40mm., 20 20mm.; cl. *Casablanca*)

Kasaan Bay (CVE–69) was classified ACV–69 on 20 August 1942, launched as CVE–69 on 24 October 1943 by Kaiser Co., Inc., Vancouver, Wash., under a Maritime Commission contract; sponsored by Mrs. R. W. Morse; and acquired and commissioned by the Navy 4 December 1943, Captain B. E. Grow in command.

Kasaan Bay reported for duty late in December and 8 January 1944 departed San Francisco with a cargo of planes and passengers for Pearl Harbor. Upon returning San Diego she sailed for Norfolk, arriving 28 February for overhaul and operations along the East Coast. On 28 May, she departed New York in company of *Tulagi* (CVE–72) and *Mission Bay* (CVE–59) with a cargo of planes for Casablanca, returning New York 17 June with 342 survivors of *Block Island*, torpedoed 29 May.

The escort carrier departed Quonset Point, R.I., 30 June and arrived Oran 10 July. Throughout July she engaged in ASW patrol and flight operations in the Mediterranean before rehearsing for the assault on Southern France. *Kasaan Bay* departed Malta 12 August, and 3 days later arrived in the invasion area off the French Riviera. Planes from the carrier bombed and strafed German positions, destroying hundreds of enemy vehicles and tanks and downing two enemy aircraft over the beach. She completed her assignment 30 August and departed Oran, Algeria, 6 September, arriving Norfolk 12 days later.

Following a cruise carrying planes to Casablanca in late October, *Kasaan Bay* was assigned to the Pacific Fleet and arrived San Diego 2 January 1945. During January she sailed to Pearl Harbor, Guam, and Ulithi with planes and replacements for other ships of the Fast Carrier Task Force.

The escort carrier returned Pearl Harbor 14 February and immediately commenced training operations for air groups and replacement pilots. *Kasaan Bay* continued this duty until early June when she was assigned ASW patrols in the shipping lanes between the Marshalls and Marianas protecting the fleet's supply line during its final assault on Japan's defenses.

When hostilities ended 14 August, *Kasaan Bay* returned to Guam where she was assigned "Magic-Carpet" duty. She departed Saipan 13 September with her first group of returning veterans arriving San Diego 30 September. For the next 3 months she made three cruises to Hawaii and the Philippines to transport homeward bound troops to the United States.

The escort carrier returned to San Francisco 28 December and sailed for the East Coast 29 January 1946, arriving Boston 22 February. She decommissioned 6 July 1946 and joined the Atlantic Reserve Fleet. While in reserve, *Kasaan Bay* was reclassified CVHE–69 on 12 June 1955. She was sold for scrap 2 February 1960.

Kasaan Bay received one battle star for World War II service.

Kaskaskia

A river in Illinois.

(AO–27: dp. 7,256 (lt.); l. 553'; b. 75'; dr. 32'4"; s. 18 k.; cpl. 272; a. 2 5", 2 3"; cl. *Cimmarron*)

Kaskaskia (AO–27) was launched 29 September 1939 by the Newport News Shipbuilding & Drydock Co., Newport News, Va.; sponsored by Mrs. Joseph P. Kennedy; acquired by the Navy from Esso Oil Co., 22 October 1940; and commissioned 29 October 1940, Comdr. U.S. Gregory in command.

Kaskaskia cleared Boston 19 November 1940 for Pearl Harbor, arriving 3 January 1941. She transported oil between West Coast ports and Pearl Harbor, making six cruises before 7 August, when she made an oil run to Johnston Island. The oiler returned to Mare Island 10 September for overhaul and repairs. In San Francisco when the Japanese made their surprise attack on Pearl Harbor, *Kaskaskia* immediately began preparations to join the Service Force in the Pacific.

Sailing from San Diego 6 January 1942, *Kaskaskia* commenced fueling operations en route before arriving Pago Pago 20 January. For the next 6 minths she operated out of Noumea refueling the ships engaged in the violent struggle to stem the Japanese advance. The oiler arrived Kodiak, Alaska, 3 July with a cargo of oil and fuel to be used in the Aleutian Islands campaign. She returned Wilmington, Calif., loaded oil and aviation gasoline and continued oil runs to Alaskan ports until she steamed to Noumea late in March 1943. *Kaskaskia* supplied many ships, increasing the mobility of the fleet during the successful campaigns in the South Pacific.

Kaskaskia returned San Pedro 28 July for repairs before resuming her duties at Pearl Harbor 21 September. She transported oil between California and Hawaii until she sailed 25 November to support the Gilbert Islands campaign. Returning to Pearl Harbor 10 December, the oiler resumed her cruises between San Pedro and Hawaii.

As the Navy pushed relentlessly toward Japan, *Kaskaskia* departed Pearl Harbor 16 January 1944 to support operations in the Marshall Islands. After the Navy had captured the Kwajalein and Majuro Atolls, *Kaskaskia* supported carrier task forces during their devastating raids on Truk, the Marianas, and Palaus in February and March.

The oiler continued fueling operations in the Marshall Islands area until she cleared Majuro 6 June to fuel destroyers and destroyer escorts in the invasion of Saipan. Throughout June and July *Kaskaskia* remained on hand, assisting the fleet to take Saipan, Guam, and Tiwan—important supply areas in the future campaign for the Philippines.

As the Navy fought toward the Philippines, Admiral Nimitz decided to take the Palau Islands as a staging area for aircraft and ships during the invasion of Leyte. *Kaskaskia* departed Manus 4 September with a task group bound for an assault on Peleliu. She operated in the Palau area until returning Manus 8 October. Her stay was a brief one, however, as she sailed 10 October for Leyte. Prior to the actual landings, she fueled units of the fleet, continuing this vital duty until a beachhead had been established. The oiler returned Ulithi 23 October and made another fueling run to the Philippine area early in November.

After an overhaul at San Diego December 1944 through February 1945, *Kaskaskia* arrived Kwajalein 11 March to service the fleet. The oiler cleared Ulithi 30 March for the fueling area off Okinawa, the last major step before the Japanese homeland itself. Once again the oilers, the unsung heroes of the war, stood by refueling the many ships engaged in the irresistible assault from the sea on Okinawa.

Kaskaskia was relieved of fueling duties off Okinawa, only to be summoned for another important service. She departed Ulithi 3 July to refuel units of the carrier task forces, launching raids on the Japanese Islands of Honshu and Hokkaido. When the enemy capitulated, *Kaskaskia* steamed into Tokyo Bay 10 September with ships of the Occupation Forces. She continued refueling operations in Japan, China, and Formosa for an entire year before arriving San Pedro 28 September 1946.

Between 1947 and 1950 she ferried oil and aviation gasoline from the West Coast to the Far East and naval bases in the mid-Pacific. When Communist troops invaded South Korea, the United States accepted the challenge and ordered its forces to defend the embattled peninsula. *Kaskaskia* cleared San Diego 16 September to operate out of Sasebo. During October she entered

the heavily-mined waters off Wonsan, fueling ships blockading and bombarding that key port.

During December she arrived off Hungnam to service ships engaged in evacuation operations in that area. Throughout the harsh winter months, *Kaskaskia* continued vital fueling missions between Japan and Korea. During the U.N. counteroffensive in the spring of 1951, she also stood by for fueling operations. The oiler returned to Long Beach, Calif., 27 August for overhaul and operations along the Pacific Coast.

She sailed for the second Korean tour January 1952, arriving Sasebo on the 22d to refuel the ships engaged in the Korean conflict. In addition to services in Korea, she also supplied units in Japan, Okinawa and Formosa before returning Long Beach 31 July. Overhaul and training preceded her third Korean deployment from 27 December to July 1953. On this tour she supported ships engaged in fire support operations. Returning home 17 August. *Kaskaskia* underwent overhaul; she then sailed again for the Far East 4 January 1954, operated out of Sasebo and returning San Francisco 12 October. Following coastal operations, the oiler was placed out of Commission in reserve 8 April 1955.

Kaskaskia was transferred to MSTS 8 January 1957, and operated in that capacity with a Navy crew until 21 October 1967 when she decommissioned and was turned over to the Maritime Administration 10 December. *Kaskaskia* was struck from the Navy List 2 January 1959.

The Berlin Crisis of 1961 necessitated the reactivation of ships and *Kaskaskia* was reinstated 8 September. Following overhaul and alterations she recommissioned at Hoboken, N.J., 6 December, Captain John D. Howell in command. After shakedown operations in the Caribbean, the oiler arrived Mayport, Fla., 1 May 1962. Throughout the summer she engaged in exercises off the Florida Coast, and sailed to the Azores to participate in Project Mercury, manned orbital flights. She was in company with *Kearsarge* during the latter's recovery of Astronaut Walter Schirra 3 October, demonstrating the large role of the Navy in space operations.

Kaskaskia return to Mayport 22 October and 2 days later sailed to participate in the Cuban quarantine. President Kennedy ordered the blockade when the Soviet Union tried to plant offensive missiles only 90 miles from the United States. The naval pressure persuaded the Soviet Union to withdraw the missiles, easing the crisis. The oiler returned to operations out of Mayport 21 November.

She cleared Mayport 5 February 1963, for a six month Mediterranean cruise to refuel ships of the 6th Fleet, then resumed refueling exercises off Florida for the rest of the year. During 1964 *Kaskaskia* engaged in fueling operations and exercises off Florida and in the Caribbean, constantly seeking improved methods to increase the mobility of the Fleet.

On 6 January 1965, *Kaskaskia* sailed for another 6th Fleet deployment. While she was operating in the Mediterranean, her crew worked day and night delivering over 19,000,000 gallons of fuel to 169 ships.

Kaskaskia returned to Mayport, Fla., 7 June. She operated primarily along the Atlantic Coast and in the Caribbean into 1967. Highlights of this period were service to ships patroling off the coast of riot-torn Santo Domingo in the summer of 1965 and participation in the recovery team for an unmanned Appollo space flight in February of 1966.

Kaskaskia received nine battle stars for World War II and seven stars for Korean service.

Kasota

An Indian word meaning clear skies.

(YTB–222: dp. 410; l. 110′; b. 27′; dr. 11′4″; cl. *Cahto*)

Kasota was laid down as YT–222; launched 20 January 1944 by the Elizabeth City Shipyard, Elizabeth City, N.C.; sponsored by Miss Norma Crawley; and reclassified YTB–222 15 May 1944 prior to being placed in service 4 September for duty in the 5th Naval District. *Kasota* operated out of Norfolk as a district and service craft until 1 May 1961 when she was struck from the Navy List.

Kasuga Maru, see *YP–330*

Katahdin

A mountain peak in Maine.

I

(Gbt: t. 507; l. 158′; b. 28′; dr. 10′3″; s. 9 k.; cpl. 78; a. 1 11″ D.sb., 1 20-pdr. P.r., 2 24-pdr. how.; cl. *Unadilla*)

The first *Katahdin* was launched by Larrabee & Allen, Bath, Maine, 12 October 1861; and commissioned at Boston Navy Yard 17 February 1862, Lt. George Henry Preble in command.

The "90-day gunboat" was assigned to the West Gulf Blockading Squadron to bolster its strength as Flag Officer Farragut prepared for his epochal attack on New Orleans. After entering the Mississippi early in April. *Katahdin* assisted Farragut in his unprecedented effort to work the squadron's deep-draft, salt-water ships across the bar into the river.

On 16 April she moved up the river with the fleet to a position below Forts Jackson and St. Philip guarding the approaches to New Orleans with over 100 guns. The next morning a Confederate steamer came down and fired at the fleet; but, when *Katahdin's* guns answered briskly, the Southern ship retired out of range. The following day the mortar flotilla opened an intensive bombardment of the forts which continued intermittently for the next 6 days until it reached a mighty crescendo in the small hours of 24 April as the Union fleet got underway and headed up the river toward the forts.

Half an hour later, when the Confederate guns opened fire, *Katahdin* steamed steadily ahead, replying with all her guns. Only two rounds struck the gunboat during the dash, one damaging the foremast and the other the smokestack.

After passing the forts and sailing beyond the range of their artillery, the Union ships anchored opposite Quarantine abreast a Confederate encampment which raised a white flag. During the morning she collected ordnance surrendered by Confederate troops ashore. The next day she proceeded up the river firing on and silencing Southern batteries on both banks. The afternoon, upon arriving New Orleans with the fleet, she captured schooner *Jon Gilpin* with a cargo of cotton.

Katahdin operated in the vicinity of New Orleans until 16 May when she got underway up river to join the squadron, which had proceeded her to Vicksburg. While moving up stream, she gathered valuable information about conditions in the valley; and, throughout Farragut's operations above Vicksburg, she continued to perform reconnaissance missions as she convoyed vessels which supplied the force at Vicksburg from New Orleans. In July, when Farragut withdrew from the Mississippi to attend to his blockaders in the gulf, he left *Katahdin* in the river with *Essex*, *Sumter*, and *Kineo* to protect Army units in the area and to police the river. During much of this time *Katahdin* was stationed at Baton Rouge, La. On 5 August Confederates attacked the Union encampment at Baton Rouge in force. The gunboats supported the badly outnumbered Northern soldiers enabling them to repulse the attack. Then they fired over the town into the Confederate camp, forcing them to withdraw out of range. The next morning *Kineo* and *Katahdin* guarded the right flank of the Army while *Essex* and *Cayuga* got underway to engage ironclad ram *Arkansas*. However, as the Union warships were closing on *Arkansas*, the ram's engines, failed leaving her unable to flee or fight; she was set afire by her officers and abandoned before she blew up. For the next fortnight the threat of an attack

kept the ships constantly on the alert to protect the troops which depended upon naval fire support. Finally, upon orders from General Butler, the Army evacuated Baton Rouge 21 August. Just before embarking the troops, the gunboats beat off an attack on the Union pickets with rapid and heavy fire. *Katahdin* brought up the rear as the ships steamed to New Orleans, where they arrived the following morning.

After repairs at New Orleans, the gunboat stood up the river 5 September with *Kineo* and *Scioto* scouring the banks for information. With *Itasca* she covered the landing of Army troops 22 September at Donaldsonville, La. While the expedition was ashore, the gunboats protected them; and, shortly before the soldiers reembarked, naval gunfire beat back a Southern attack which threatened to cut off the landing party. This support prevented annihilation of the landing party by vastly superior forces and enabled it to retreat to *Laurel Hill* for passage to safety in New Orleans.

In the months that followed, the gunboats constantly patrolled the river to protect Union communications, to gather information on Confederate activity, and to cut the flow across the Mississippi of food and men to Confederate armies in the East. With 3 other gunboats *Katahdin* intercepted a drove of some 1,500 cattle from Texas and loaded them on transports for passage to New Orleans. The value of this beef to the South can be attested by the fact that, 4 miles below Donaldsonville, about 3,000 infantrymen supported by 9 field pieces struck back at the ships in a desparate attempt to recapture the cattle. The gunboats opened promptly and in about 20 minutes drove the Confederates from their position.

The months that followed were a period of constant stress and peril for the gunboats. "We are constantly under fire . . . as we pass up and down the river," Lt. Roe, the commanding officer of *Katahdin*, reported. "Our fighting is a savage Indian warfare. The troops and guns are concealed, and watch for us as we pass along and fire and flee."

In January 1863 *Katahdin* was ordered to reinforce the blockade off Galveston after that port had been recaptured by the Confederacy on New Year's Day. While serving in the Gulf off the Texas coast, *Katahdin* and *Owasco* chased, captured, and burned blockade running schooner *Hanover* 10 May 1863. She captured schooner *Excelsior* 13 July off San Luis Pass, Tex.

Thereafter *Katahdin* continued to serve in the blockade of the Texas coast, cutting off supplies sorely needed by the Confederates. On 30 April 1864 she chased the former revenue cutter *Harriet Lane* and steamer *Alice* as they escaped from Galveston; but, after a brisk and lengthy race, *Katahdin* was finally outdistanced. She was more successful 31 October when the gunboat overtook *Albert Edward* as the British schooner tired to slip out of the same port with a cargo of cotton.

After the Confederate collapse in April 1865, the veteran gunboat returned north and decommissioned 14 July 1865. *Katahdin* was sold at New York 30 November and documented as *Juno* 20 October 1866.

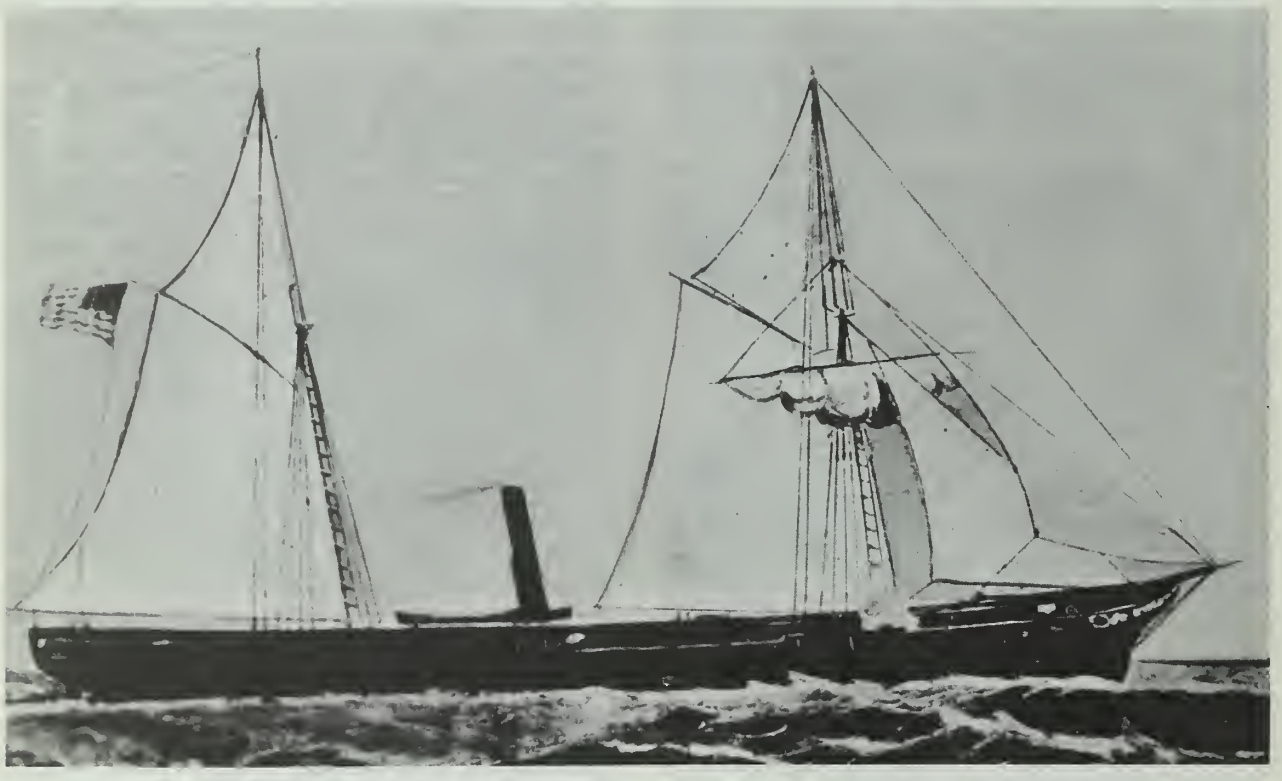
II

(IrcRam: t. 2,155; l. 250'9"; b. 43'5"; dr. 15'1"; s. 16 k.; cpl. 97; 4 6-pdr. r.)

The second *Katahdin* was launched by Bath Iron Works, Bath, Maine, 4 February 1893; sponsored by Miss Una Soley, daughter of the Assistant Secretary of the Navy; and commissioned at New York Navy Yard 20 February 1896, Comdr. Richard P. Leary in command.

The experimental, harbor-defense ram was a new departure in ship design, built to ride extremely low in the water with her bow awash while under way. Her hull embodied several new features later used in early submarines.

Katahdin departed New York Harbor 4 March 1897, the day of President McKinley's first inauguration, and sailed to Norfolk before decommissioning at Philadelphia Navy Yard 17 April. A year later, with the Navy preparing for



USS *Katahdin*, 90-day gunboat in 1861

an impending war with Spain, she recommissioned there 10 March 1898. She was attached to the North Atlantic Squadron and operated along the Atlantic Coast from New England to Norfolk protecting the Nation's seaboard cities from possible attack. After decisive American naval victories at Manila Bay and Santiago Harbor eliminated this threat, the ram decommissioned for the last time at Philadelphia Navy Yard 8 October.

However, *Katahdin* advanced knowledge of naval weaponry to her end. She was struck from the Navy List 9 July 1909; and designated "Ballistic Experimental Target 'A' ". *Katahdin* was sunk by gunfire at Rappahannock Spit, Va., in September.

Katahdin (AT–28) was renamed *Sunnadin* (*q.v.*) 17 February 1919.

Kate

A former name retained.

(Gbt: t. 242; dr. 5'6"; s. 5 k.; a. 2 20-prd. P.r., 6 24-pdr. how., 2 12-pdr. how.)

Kate was built as *Kate B. Porter* at Belle Vernon, Pa., in 1864, and was purchased at Cincinnati by the Navy from J. B. Porter & Son, 23 December 1864; converted into a gunboat and commissioned at Mound City, Ill., Acting Volunteer Lt. W. R. Wells in command.

Kate's first duty was patrolling the Mississippi River from Mound City to Memphis during the closing days of the Civil War. The tinclad gunboat was ordered downstream 28 April 1865 to intercept Confederate President Jefferson Davis in his flight toward freedom in exile. After his capture, she returned up the river to assist in the demobilization of the squadron.

She was sent to the Tennessee River to clear away the hulks of a number of sunken gunboats and barges. In August she was ordered to Jefferson Barracks Reserve to discharge her ordnance and to assist in disarming other vessels. One of the last vessels in the Mississippi to remain on naval duty, she decommissioned at Mound City 25 March 1866 and was sold at public auction there 4 days later. The gunboat was redocumented *James H. Trover* 12 April 1866 and stranded 300 miles below Fort Benton, Mont., 21 June 1867.

Kathay, see *Auburn* (AGC–10)

Katherine

A former name retained.

(SP–715: t. 6; l. 35'; b. 9'; dr. 2'; s. 7 k.; a. none)

Katherine, a motor boat, was built in 1907 by J. T. Sharpley of Greenbackville, Va., and owned by the Virginia Fish and Oyster Commission. Chartered on free lease to the Government, she commissioned 26 April 1917 and was taken over by the Navy at Norfolk 18 May, Chief Master at Arms C. C. Jones in command.

Assigned to the 5th Naval District at Norfolk, *Katherine* operated out of Greenbackville, Va., as a shore and section patrol boat patrolling southern Chesapeake Bay and Atlantic coastal waters in and around Chincoteague Bay. She decommissioned 22 October 1918 and was returned to her former owner the same day.

Katherine F. Saunders, see *YP–426*

Katherine K.

A former name retained.

(SP–220: t. 14; l. 55'; b. 12'4"; dr. 4'2"; s. 10 k.; a. 2 1-pdrs.)

Katherine K. (SP–220), a motor boat, was built in 1894 by M. D. Battomer of Baltimore, Md., and acquired from Samuel H. Freas of Miami, Fla., 9 June 1917. Enrolled in the Naval Coast Defense Reserve on 16 June, she was delivered to Key West 10 July and commissioned 7 September, Machinist's Mate Second Class T. M. Lett, Jr., USNRF, in command.

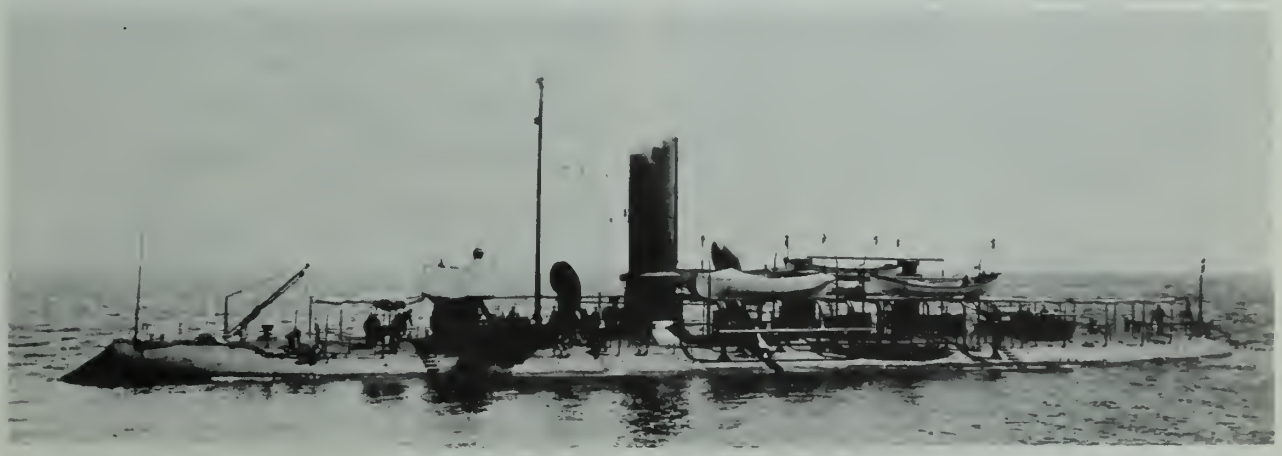
Assigned as a section patrol ship to the 7th Naval District, *Katherine K.* patrolled the waters in and around Key West and served as a harbor and target towing tug. She was ordered transferred to the U.S. Coast Guard 17 March 1919; but on 21 May she was placed on the list of ships for sale. *Katherine K.* was sold to Eugene E. Bates of Key West. However, before delivery, she was swept away in a hurricane 9 to 10 September.

Katherine W. Cullen

Former name retained.

(Bar: t. 703; l. 144'8"; b. 30'2"; dr. 15'; cpl. 3)

Katherine W. Cullen, a barge, was launched 1903 at Baltimore; purchased by the Navy from the Cullen Transportation Co., New York; and commissioned 28 September 1918, Lt. Goodwin in command. She operated with NOTS along the New England coast, transporting coal from New York. She was detached from NOTS 11 December and was assigned to the 1st Naval District. *Katherine W. Cullen* operated there until 30 December 1918 when she sunk 15 miles southeast of Boston light ship while in tow of *Heron*.



USS *Katahdin*, a Steel Armored Ram from 1896 to 1909

Kathrich II

A former name retained.

(SP–148: t. 12; l. 40′; b. 10′; dr. 4′; s. 9 k.; a. none)

Kathrich II, a motor boat, was built by E. S. Thibault of Jacksonville, Fla., in 1913 and acquired by the Navy from her owner, Richard B. Marks, of Jacksonville, Fla. She enrolled in the Naval Coast Defense Reserve 20 April 1917 and was taken over by the Navy 8 May. *Kathrich II* commissioned 9 May at Charleston, S.C., Boatswain's Mate Second Class Robert Fisher, USNRF, in command.

Assigned to the 6th Naval District, *Kathrich II* operated as a section patrol ship in Savannah, Ga., harbor, boarding and inspecting ships and sealing radios. On 5 February 1919 she was assigned to NOTS for duty as a dispatch and radio inspection ship in Savannah harbor. Placed out of commission 6 February, *Kathrich II* remained with NOTS until 4 September when she was turned over to the Coast Guard for use in communications work.

Katie

A former name retained.

(SP–660: t. 15; l. 48′; b. 11′2″; dr. 3′8″; s. 10 k.; cpl. 4; a. none)

Katie, a motor boat, was built by C. E. Bush of Crittenden, Va., in 1916 and owned by the Virginia Fish and Oyster Commission. Chartered to the Government, she commissioned 24 April 1917 and was taken over by the Navy at Norfolk 18 May, Chief Master-at-Arms J. B. Bush, USNRF, in command.

Assigned to the 5th Naval District, *Katie* operated out of Crittenden, Va., as a shore and section patrol boat. Her patrols extended from Norfolk and the James River to the lower reaches of the Potomac River and Chesapeake Bay. She decommissioned 22 October 1918 and was returned to her former owner the same day.

Katie S., see *YT–345*

Katlian

An Eskimo chief of Sitka, Alaska, at the time of Russian colonization in 1804.

(YN–48: dp. 129; l. 93′; b. 22′; dr. 8′; cl. *Cockenoe*)

Katlian (YN–48), formerly *A. D. Canulette*, was launched 1939 by Canulette Shipbuilding Co., Slidell, La.; purchased by the Navy 22 October 1940 from the Gulf Coast Towing Co.; and placed in service 19 December 1940. She was reclassified YNT–16 on 1 May 1942.

Following conversion at New Orleans, she sailed 31 December 1940 for Mare Island, arriving 7 March 1941 via Guantanamo and the Canal Zone. She was assigned to the 12th Naval District and served as a net-tender out of Mare Island throughout her naval service. *Katlian* was placed out of service 30 January 1946 and transferred to the Maritime Commission 2 June 1947. Sold to R. J. Fenzl in 1948, she served as a tug under the name *Captain Rudy* and subsequently named *A. D. Canulette* and *Ethel McDermott*.

Katmai, see *YP–575*

Katoura, see *Patriot* (PYC–47)

Katrina

A former name retained.

(SP–1144: t. 31; l. 66′6″; b. 11′7″; dr. 5′; s. 9 k.; cpl. 8; a. 1 mg.)

Katrina, a wooden steam yacht, was built in 1913 by George F. Lawley & Son Corp., Boston. She was chartered by the Navy from her owner, Mrs. Anna C. Ewing of Yonkers, N.Y., 18 May 1917; and commissioned with a Naval Reserve crew 30 May, Boatswain Alvin A. Hanna, USNRF, in command.

Assigned to the Bar Harbor Section Patrol, she served in a variety of ways, patrolling, tending lookout stations, and breaking ice. She was placed in full commission 22 June and enrolled in the Naval Coast Defense Reserve 28 July.

Ordered to Halifax, Nova Scotia, 5 June 1918, she arrived at her new station 11 June and was used to transport men between visiting ships, the receiving ship, and the station hospital. *Katrina* was returned to her owner 15 February 1919.

Katrina Luckenbach

Former name retained.

(Str: dp. 16,000; l. 468′3″; b. 55′11″; dr. 30′6″; s. 14 k.; cpl. 91; a. 1 5″, 1 6-pdr.)

Katrina Luckenbach was launched 22 February 1918 by the Fore River Shipbuilding Co., Quincy, Mass.; she was acquired by the Navy from Luckenbach Steamship Co. on a bare-ship basis and commissioned 18 May 1918, Lt. Comdr. Eldon H. Read, USNRF, in command.

Katrina Luckenbach was assigned to NOTS, and departed New York 10 June with a cargo of Army supplies for American forces in France. The cargo ship returned to the States 16 August and, following repairs, was transferred to the Cruiser and Transport Force to assist in returning American forces from Eurpoe. She sailed from Boston 15 June 1919 with cargo for France. Upon her return to New York, *Katrina Luckenbach* decommissioned 25 November 1919 and was returned to her owners.

Katy D, see *YP–409*

Katydid

(SP–95: t. 10; l. 40′; b. 9′2″; dr. 3′4″; s. 10 k.; cpl. 7; a. 1 1-pdr.)

Katydid was built in 1912 at New Rochelle, N.Y., by William Hoff and was purchased by the Navy from Arnold G. Dana 27 March 1917. The wooden motor boat was assigned to section patrol in the 3d Naval District 4 April and commissioned 10 May, Chief Boatswain's Mate Asher A. Howell in command. In 1917 she operated in New York Harbor and nearby waters serving as launch to *Wasp* and *President Grant*. Subsequently, she sailed for France. She was laid up 9 December 1919 and transferred to the War Department 18 February 1920 for service with the Army Ordnance Department at Neville Island, Pa.

Kaukauna

Named for city in Wisconsin. Indian word meaning portage.

(YTM–749: dp. 390; l. 107′; b. 26′6″; d. 12′; s. 10 k.; cpl. 10)

Kaukauna, a medium harbor tug, was built in 1953 by Higgins at New Orleans. From 1953 to 1963 she served the U.S. Army as LT–2082. *Kaukauna*, on loan from the Army, was then assigned to the 14th Naval District and is now serving the Pearl Harbor area.

Kaula

A small, rocky, 550-foot high islet in the Hawaiian Islands, nearly 20 miles west-southwest of Niihau Island.

(AG–33: dp. 2,100; l. 267′; b. 38′3″; s. 12 k.; cpl. 70; a. 1 4″, 2 3″, 4 .50 cal. mg.)

Kaula (AG–33) was built in 1938 by Henry Robb, Ltd., Leith, Scotland; acquired as *Cubahama* 3 January 1941 from her owner, Balboa Shipping Co., N.Y.; renamed *Kaula* 15 January; and commissioned at Baltimore 22 January, Lt. Comdr. W. L. Ware in command.

Sailing to Hampton Roads, Va., 25 January, *Kaula* departed 4 February for Hawaii, via the Panama Canal and the West Coast, reaching Pearl Harbor 17 March. Prior to the outbreak of war in the Pacific, she carried cargo from Pearl Harbor and Honolulu to various islands in the Hawaiian chain and to Johnston and Palmyra Islands. During the Japanese raid on Pearl Harbor 7 December, she was en route to Palmyra Island.

Throughout the struggle with the Japanese Empire, *Kaula* operated out of Pearl Harbor and Honolulu to principal Hawaiian Islands and to outlying islands west to Midway and south to Palmyra. Usually sailing in convoy, she ranged the Hawaiian Sea frontier carrying military equipment, ammunition, and contingents of Seabees until she sailed for the United States 18 May 1945, arriving Seattle 26 May.

Following 2 months of overhaul *Kaula* departed Seattle 31 July on the first of several voyages to Alaska. Assigned to the 13th Naval District, she steamed for the U.S. Coast Guard to Ketchikan, Juneau, Seward, Kodiak, and Dutch Harbor before returning to Seattle 18 September. She operated in Puget Sound and the Strait of Juan de Fuca before steaming to Blake Island Anchorage, Wash., 6 December and decommissioning 14 January 1946. Struck from the Naval Register 12 March, *Kaula* was transferred to the Maritime Commission 15 July for sale to her former owner.

Kaweah

A river in California named for the Kawia or Cahuilla tribe, a southern California group of the Shoshonean division of Uto-Aztecan Indians.

(AO–15: dp. 14,450; l. 446′; b. 58′2″; dr. 25′6″; s. 11 k.; cpl. 252; a. 2 5″, 2 3″, 2 .50 cal., 2 .30 cal.; cl. *Kaweah*)

Kaweah (AO–15) was launched 1919 by William Cramp & Sons, Philadelphia, under USSB account; acquired by the Navy 20 October 1921; and commissioned 28 December 1921, Lt. Comdr. O. Beuilagua, USNRF, in command.

After sea trials *Kaweah* departed New Orleans early January 1922 and arrived Philadelphia 18 January. She departed 14 March for a cruise to the Canal Zone and the Gulf of Mexico. She returned to Norfolk 7 May and decommissioned 15 August 1922.

Kaweah recommissioned 16 December 1940, Comdr. Charles B. McVay in command. From early 1941 until late fall, she made oil runs between ports on the East Coast and the Caribbean. She arrived Argentia, Newfoundland, 17 November for duty in the North Atlantic. For the next 14 months she operated between Iceland, Greenland, and Boston, supplying the fleet with gasoline and diesel oil. She departed New York 13 January 1943 with a cargo of diesel oil for Casablanca, returning New York 12 March. *Kaweah* made another round trip cruise to Casablanca in April before resuming fueling operations at Halifax, N.S., 26 June. For the remainder of 1943 she cruised in convoy between New England and Iceland supplying the fleet units with vital fuel.

For the duration of the war the oiler cruised along the North American coast, Greenland, and the Caribbean with aviation fuel and diesel oil. Throughout the war *Kaweah* remained almost constantly at sea on the important, never-ending duty of keeping the fleet supplied with petroleum products. Following the cessation of hostilities 14 August 1945, *Kaweah* arrived Hampton Roads, Va., 26 September and decommissioned at Norfolk 16 November 1945. She was transferred to the WSA 28 May 1946 and sold to Boston Metals Co., Baltimore, for scrapping.

Kawishiwi

River in Minnesota.

(AO–146. dp. 11,600; l. 655′; b. 86′; dr. 35′; s. 20 k.; cpl. 254; a. 2 5″, 6 3″; cl. *Neosho*)

Kawishiwi (AO–146) was launched 11 December 1954 by New York Ship Building Corp., Camden, N.J.; sponsored by Mrs. Edmund T. Wooldridge; and commissioned 6 July 1955, Captain Joseph B. Swain in command.

Kawishiwi cleared Philadelphia 18 November 1955, and arrived at home port Long Beach 8 December for shakedown training. Upon completion of the training, she departed Long Beach 25 April 1956 to replenish ships of the 7th Fleet. She remained in the Far East on refueling operations until returning to Long Beach 10 October.

During 1957 the oiler divided the year into refueling duties in the Far East and operations out of Long Beach. *Kawishiwi* arrived Pearl Harbor, her home port, 21 January 1958, and 1 month later sailed for her third Westpac deployment. Her ability to refuel ships at a rapid rate increased the mobility of the U.S. 7th Fleet as it protected peace in the Far East.

Kawishiwi sailed once again 18 November, after a 5-month interval of Hawaiian exercises, for duty with the service force in the Far East. Carrier task groups were then operating off Taiwan, as the Chinese Nationalist held islands Quemoy-Matsu appeared in danger. The 7th Fleet served notice of America's intention to resist aggression blunting another Communist probe to test the Free World's determination. The oiler returned Pearl Harbor 23 March 1959 and resumed Hawaiian operations.

Her next Westpac cruise in August was also in the midst of Communist pressure, this time at Laos. However, the show of strength by the United States averted a crisis, and, after completing refueling duties, the oiler arrived Pearl Harbor 23 November. She sailed again 3 May 1960 on her sixth Westpac deployment, replenishing ships of the Taiwan patrol before returning to Hawaii 22 August.

Following replenishment operations in Hawaiian waters, *Kawishiwi* departed 6 February 1961 for 7th Fleet services. In addition to standing watch over the tense situation in Laos, the Fleet engaged in SEATO exercises in April. The oiler returned home 26 June for a 4-month respite before another Far East tour commencing 23 October. She fueled units of the 7th Fleet as the need for peacekeeping missions by the Navy intensified. *Kawishiwi* returned Pearl Harbor 27 February 1962 for overhaul.

From 17 September 1962 to 5 February 1963, she engaged in another Far East deployment with the 7th Fleet. During October she replenished many ships participating in amphibious exercises off Okinawa. *Kawishiwi* returned home 5 February and operated in Hawaiian waters throughout the year engaging in exercises and replenishment duties. As military operations in Vietnam grew in intensity, her duty in the Orient concentrated more and more on refueling the Navy's ships which were fighting Communist aggression in Southeast Asia. After devoting most of the first half of 1966 to servicing ships off Vietnam, she returned to Pearl Harbor 15 July. Operations in the mid-Pacific ensued until she headed back to the Western Pacific 27 March 1967. *Kawishiwi* arrived Subic Bay 12 April and fueled the ships of the mighty 7th Fleet thru mid-1967.

Kearny

Lawrence Kearny was born in Perth Amboy, N.J., 30 November 1789 and appointed Midshipman in the Navy 24 July 1807. Commodore Kearny was known for his tenacity in capturing slave traders in West-Indian waters and his tireless efforts in fighting Greek pirates in the Mediterranean. In the early 1840's he began negotiations with China which opened that country to U.S. trade and pointed the way toward the American "Open Door Policy" a half century later. He later served as Commandant at the Norfolk and New York Naval Shipyards. Retiring 14 November 1861, Commodore Kearny died at Perth Amboy, N.J., 29 November 1868.

U. S. Brig Enterprise
Charleston S. C. Nov 12th 1821

Sir

I have the honor to report my arrival here from a cruise in the Bay of Mexico off Cape Antonio on the 16th ult. We had the fortune to capture four piratical Schooners and a Sloop they were manned by Spaniards about 70 or 80 strong.

The pirates ran their vessels on shore when pursued by our boats and made their escape except one man now a prisoner on board this vessel.

One of the Schooners full of goods was burnt by the Pirates another I ordered burnt for want of men to man her, she was in ballast.

Two of the Schooners have arrived here with goods saved from the American Brig Aristides a vessel they had run a

Lt. Lawrence Kearny in USS *Enterprise* captures four piratical schooners and a sloop in the act of robbing American Ships *Lucies* and *Aristides* and English Brig *Larch*.

shore and were plundering when we hove in sight—

We also recaptured the American Ship Success from them with a full cargo from Liverpool.

The Success is now at the Havanna having been taken in by the Master in violation of my orders and against the direction of the Prize Masters she was ordered for this port—

We also found an English Brig called the Larch in their possession she being in ballast was given up to the Master and allowed to proceed on her voyage—We have come in to supply ourselves with a cable and Anchor and a Launch lost at Cape Antonio also to get some sails and rigging which we are in great need—

My cruise from this is with your approbation will be along the South side of Cuba where a number of Pirates

communicated.

Your Instructions will find me at this place.

I have the honor to be
Your most ob. Servt.

Lawrence Kearny
Lt U.S. Navy

To
The Hon: Smith Thompson
Secy of the Navy

P.S.
The U.S. Schooner Porpoise is
off Cape Antonio. LK

(DD–432: dp. 2,060; l. 347'4"; b. 36'1"; dr. 11'10"; s. 33 k.; cpl. 208; a. 4 5", 12 .50 cal., 2 10" tt., 2 dct.; cl. *Gleaves*)

Kearny (DD–432) was launched 9 March 1940 by the Federal Ship Building & Dry Dock Co., Kearny, N.J.; sponsored by Miss Mary Kearny; and commissioned on 13 September 1940, Comdr. A. L. Danis in command.

After shakedown and sea trials, *Kearny* got underway 19 February 1941 from New York Harbor for St. Thomas, V.I., where she took part in the "Neutrality Patrol" off Fort de France, Martinique, French West Indies, until 9 March. The new destroyer patrolled around San Juan, P.R., and escorted ships in the Norfolk area until August when she sailed for Argentia, Newfoundland, to escort North Atlantic convoys.

While *Kearny* was escorting a convoy in the North Atlantic before the United States entered the war, three convoy merchant ships were torpedoed 16 October. *Kearny* immediately began dropping depth charges and continued to barrage throughout the night. At the beginning of the midwatch 17 October, a torpedo struck *Kearny* on starboard side. The capable crew confined flooding to the forward fire room enabling the ship to get out of the danger zone with power from the aft fire room. Regaining power in the forward fire room, *Kearny* steamed to Iceland at 10 knots, arriving 19 October. *Kearny* lost 11 bluejackets and 22 others were injured in this attack. After temporary repairs *Kearny* got underway Christmas Day 1941, and moored 6 days later at Boston, Mass., for permanent repairs.

From 5 April to 28 September 1942, *Kearny* was busy escorting convoys to the British Isles, Panama Canal, and Galveston, Tex. Late in September, she sailed to act as a fire support unit in the North African invasion. There she screened *Texas* and *Savannah* on fire support missions, shot down an enemy plane, and escorted troop ships to Safi, French Morocco. *Kearny* departed the invasion theater and escorted a convoy back to New York, arriving 3 December 1942.

Kearny escorted ships to Port of Spain, Recife, Brazil, and Casablanca until 15 November 1943, then joined the *Core* hunter-killer task group 25 November. During the day of 1 January 1944, in coordination with antisubmarine planes from *Core*, *Kearny* fired a depth charge attack on a submarine resulting in a large oil slick; she returned to New York 18 January.

Next month *Kearny* joined the 8th Fleet in French Algeria. She reported to *Brooklyn* 10 March for duty in Italy, where both warships engaged in supplying fire support for the 5th Army. Due to their daily fire-support trips to the Anzio beachhead area, the warships became known as the "Anzio Express." They later were commended by General Mark Clark for the accuracy of this fire support.

Kearny was detached from the group the beginning of June and steamed to Anzio alone to give Allied troops their last naval fire support prior to their breakthrough and capture of Rome. The veteran destroyer saw more convoy duty before sailing for the invasion of Southern France.

Kearny was inner fire support ship for Red Beach, Cavalaire Bay, France, and rendered counter-battery fire and pre-H-hour bombardment. She screened heavy fire support ships; laid smoke screens off Toulon; and, on 19 August 1944, began 2 months of duty screening transports carrying troops between Naples and southern France.

Afterward, *Kearny* made several cross-Atlantic voyages from New York to Oran. On 6 August 1945, *Kearny* transited the Panama Canal for duty in the Pacific, arriving at Pearl Harbor late in August after hostilities had ended. She escorted a transport squadron carrying occupation troops to Japan via Saipan, arriving at Wakayama, Japan, 27 September. During the next month *Kearny* made voyages to Philippine Islands and Okinawa before returning to Japan in October. She sailed from Wakayama, Japan, 29 October 1945 for home via Pearl Harbor, San Diego, and the Panama Canal, arriving Charleston, S.C., 5 December 1945. She decommissioned there 7 March 1946, and went into reserve. *Kearny* was subsequently moved to Orange, Tex. where she remains into 1967.

Kearny received three battle stars for service in World War II.

Kearsarge

A mountain in Merrimack County, N.H.

(ScSlp: dp. 1,550 t.; l. 201'4"; b. 33'10"; dr. 14'3"; s. 11 k.; cpl. 163; a. 2 11", 4 32-pdr., 1 30-pdr.)

The first *Kearsarge* was launched 11 September 1861 by the Portsmouth Navy Yard, Portsmouth, N.H.; sponsored by Mrs. McFarland, wife of the editor of the *Concord Statement;* and commissioned 24 January 1862, Captain Charles W. Pickering in command.

Kearsarge departed Portsmouth 5 February 1862 for the coast of Spain; thence sailed to Gibraltar to join the blockade of Confederate raider *Sumter*, forcing her abandonment in December. But her commanding captain, Raphael Semmes, soon commissioned Confederate raider *Alabama* on the high seas off the Azores.

Kearsarge prepared for her fight with *Alabama* at Cadiz (November 1862–March 1863), then searched for the raider from along the coast of Northern Europe to the Canaries, Madeira, and the Western Islands. Arriving at Cherbourg, France, 14 June 1864, she found *Alabama* in port and took up patrol at the harbor's entrance to await Semmes' next move.

On 19 June, *Alabama* stood out of Cherbourg Harbor for her last action. Careful of French neutrality, *Kearsarge's* new commanding officer, Captain John A. Winslow, took the sloop-of-war well clear of territorial waters, then turned to meet the Confederate cruiser.

Alabama opened fire first while *Kearsarge* held her reply until she had closed to less than 1,000 yards. Steaming on opposite courses, the ships moved around a circle as each commander tried to cross his opponent's bow to deliver deadly raking fire. The battle quickly turned against *Alabama*. for the quality of her long-stored powder and shells had deteriorated. *Kearsarge*, on the other hand, had been given added protection by chain cable triced in tiers along her sides abreast vital spaces. One hour after she fired her first salvo, *Alabama* had been reduced to a sinking wreck. Semmes struck his colors and sent a boat to *Kearsarge* with a message of surrender and an appeal for help. *Kearsarge* rescued the majority of Alabama's survivors; but Semmes and 41 others were picked up by British yacht *Deerhound* and escaped in her to England.

Kearsarge steamed along the French coast in an unsuccessful search for CSS *Florida*, thence proceeded to the Caribbean before turning northward for Boston where she decommissioned 26 November 1864 for repairs. She recommissioned 1 April 1865 and sailed on the 14th for the coast of Spain in an attempt to intercept *Stonewall;* but the Confederate ram eluded Federal ships and surrendered to Spanish authorities at Havana, Cuba, 19 May. After cruising the Mediterranean and the English Channel south to Monrovia, Liberia, *Kearsarge* decommissioned 14 August 1866 in the Boston Navy Yard.

Kearsarge recommissioned 16 January 1868 and sailed 12 February to serve in the South Pacific operating out of Valparaiso, Chile. On 22 August she landed provisions for destitute earthquake victims at Africa, Peru. She continued to watch over American commercial interests along the coast of South America until 17 April 1869. Then she sailed to watch over American interests among the Marquesas, Society, Navigators (Samoa), and Fiji Islands. She also called at the ports of New South Wales and New Zealand before returning to Calao, Peru, 31 October 1869. She resumed duties on the South Pacific Station until 21 July 1870, then cruised to the Hawaiian Islands before decommissioning in the Mare Island Navy Yard, Calif., 11 October 1870.

Kearsarge recommissioned 8 December 1873 and departed 4 March 1874 for Yokohama, Japan, arriving 11 May. She cruised on Asiatic Station for 3 years, protecting American citizens and commerce in China, Japan, and

the Philippines. From 4 September to 16 December 1874, she carried Professor Hall's scientific party from Nagasaki, Japan, to Vladivostok, Russia, to observe the transit of Venus. She departed Nagasaki 3 September 1877 and returned to Boston 30 December via the Suez Canal and Mediterranean ports. She decommissioned at Portsmouth, N.H., 15 January 1878.

Kearsarge recommissioned 15 May 1879 for 4 years of duty in the North Atlantic ranging from Newfoundland to the Caribbean Sea and the coast of Panama. She departed New York 21 August 1883 to cruise for 3 years in Mediterranean, Northern European waters, and along the coast of Africa. She returned to Portsmouth, N.H., 12 November and decommissioned in the Portsmouth Navy Yard 1 December 1886.

Kearsarge recommissioned 2 November 1888 and largely spent her remaining years protecting American interests in the West Indies, off Venezuela, and along the Central Americas. She departed Haiti 30 January 1894 for Bluefields, Nicaragua, but was wrecked on Roncador Reef off Central America 2 February 1894. Her officers and crew safely made it ashore.

Congress appropriated $45,000 to raise *Kearsarge* and tow her home; but a salvage team of the Boston Towboat Co. found that she could not be raised.

The name of *Kearsarge* was struck from the Navy List in 1894.

II

(BB–5: dp. 11,540; l. 375′4″; b. 72′3″; dr. 23′6″; s. 16 k.; cpl. 553; a. 4 13″; 4 8″, 14 5″, 20 6-pdr., 8 1-pdr., 4 .30 cal.)

The second *Kearsarge*, named by act of Congress to commemorate the famed steam sloop-of-war, was launched 24 March 1898 by the Newport News Shipbuilding Co., Newport News, Va.; sponsored by Mrs. Herbert Winslow, daughter-in-law of *Kearsarge's* commander, Captain John A. Winslow, during her famous battle with *Alabama;* and commissioned 20 February 1900, Captain William M. Folger in command.

Kearsarge became flagship of the North Atlantic Station, cruising down the Atlantic seaboard and in the Caribbean. From 3 June 1903 to 26 July 1903 she served briefly as flagship of the European Squadron while on a cruise that took her first to Kiel, Germany. She was visited by the German Emperor 25 June 1903 and by the Prince of Wales 13 July. She returned to Bar Harbor, Maine, 26 July 1903 and resumed duties as flagship of the North Atlantic Fleet. She sailed from New York 1 December 1903 for Guantanamo Bay, Cuba, where, on 10 December, the United States took formal possession of the Guantanamo Naval Reservation. Following maneuvers in the Caribbean, she led the North Atlantic Battleship Squadron to Lisbon where she entertained the King of Portugal, 11 June 1904. She next steamed to Phaleron Bay, Greece, where she celebrated the Fourth of July with the King, Prince Andrew, Princess Alice of Greece. The squadron paid goodwill calls at Corfu, Trieste, and Fiume before returning to Newport, R.I., 29 August 1904.

Kearsarge remained flagship of the North Atlantic Fleet until relieved 31 March by battleship *Maine*, but continued operations with the fleet. During target practice off Cape Cruz, Cuba, 13 April 1906, an accidental ignition of a powder charge of a 13-inch gun killed two officers and eight men. Four men were seriously injured. Attached to the 2d Squadron, 4th Division, she sailed 16 December 1907 with the "Great White Fleet" of battleships, sent around the world by President Theodore Roosevelt. She sailed from Hampton Roads around the coasts of South America to the western seaboard, thence to Hawaii, Australia, New Zealand, the Philippines, and Japan. From there, *Kearsarge* proceeded to Ceylon, transited the Suez Canal, and visited ports of the Mediterranean, before returning to the eastern seaboard of the United States. President Theodore Roosevelt reviewed the Fleet as it passed into the Hampton Roads 22 February 1909, having completed a world cruise of overwhelming success, showing the flag and spreading good will. This dramatic gesture impressed the world with the power of the U.S. Navy.

Kearsarge decommissioned in the Philadelphia Navy Yard 4 September 1909 for modernization. She recommissioned 23 June 1915 for operations along the Atlantic coast until 17 September when she departed Philadelphia to land a detachment of marines at Vera Cruz, Mexico. She remained off Vera Cruz from 28 September 1915 to 5 January 1916, then carried the marines to New Orleans before joining the Atlantic Reserve Fleet 4 February 1916 at Philadelphia. She trained Massachusetts and Maine State Naval Militia until America entered World War I, then trained thousands of armed guard crews as well as naval engineers in waters along the East Coast ranging from Boston to Pensacola. On the evening of 18 August 1918, *Kearsarge* rescued 26 survivors of Norwegian Bark *Nordhav* which had been sunk by German Submarine *U–117*. The survivors were landed in Boston.

Kearsarge continued as engineering training ship until 29 May 1919 when she embarked Naval Academy Midshipmen for training in the West Indies. The midshipmen were debarked at Annapolis 29 August and *Kearsarge* proceeded to the Philadelphia Navy Yard, where she decommissioned 10 May 1920 for conversion to a crane ship and a new career. She was designated AB–1 5 August 1920.

In place of military trappings, *Kearsarge* received an immense revolving crane with a rated lifting capacity of 250 tons, as well as hull "blisters," which gave her more stability. The 10,000-ton craneship rendered invaluable service for the next 20 years. One of many accomplishments was the raising of sunken submarine *Squalus* off the New Hampshire coast. On 6 November 1941 she was designated *Crane Ship No. 1*, giving up her illustrious name which was assigned to a mighty aircraft carrier. But she continued her yeoman service and made many contributions to the American victories of World War II. She handled guns, turrets, armor and other heavy lifts for new battleships such as *Indiana* and *Alabama;* cruisers *Savannah* and *Chicago;* and guns on the veteran battleship *Pennsylvania.*

In 1945 the crane ship was towed to the San Francisco Naval Shipyard where she assisted in the construction of carriers *Hornet, Boxer,* and *Saratoga.* She departed the West Coast in 1948 to finish her career in the Boston Naval Shipyard. Joe McDonald, master rigger, described her as "a big gray hulk of a thing" which was "pulled around by two or three tugs" on the job; "But the old girl has brought millions of dollars worth of business to Boston. Without her we would never have been able to do many of the big jobs that cost millions of dollars." As one example, he recalled that the former battleship lifted a gantry crane intact at the South Boston Naval Drydocks and transporting it to Charleston where she placed it on crane tracks to be driven away. As *Crane Ship No. 1*, her name was struck from the Navy List 22 June 1955. She was sold for scrapping 9 August 1955.

Kearsarge (CV–12) was renamed *Hornet* (*q.v.*) on 24 January 1943.

III

(CV–33: dp. 30,800; l. 888′; b. 93′; ew. 136′; dr. 30′8″; s. 33 k.; cpl. 2,100; a. 12 5″, 2 3-pdr., 44 40mm., 36 20mm.; cl. *Essex*)

The third *Kearsarge* (CV–33) was launched 5 May 1945 by the New York Naval Shipyard, New York; sponsored by Mrs. Aubrey W. Fitch; and commissioned 2 March 1946, Captain Francis J. McKenna in command.

Kearsarge arrived at her homeport Norfolk 21 April 1946, and for the next year engaged in training operations along the East Coast and Caribbean. She cleared Norfolk 7 June 1947 on a midshipmen training cruise to the United Kingdom. Upon her return to the United States in August, the carrier engaged in maneuvers for 10 months

USS *Kearsarge* (BB–5)

before departing Hampton Roads 1 June 1948 for duty with the 6th Fleet. During her tour in the Mediterranean, units of the 6th Fleet were placed on alert to insure peace in the Arab-Israeli area. *Kearsarge* returned Quonset Point, R.I., 2 October and operated along the Atlantic Coast and the Caribbean until 27 January 1950 when she sailed for the West Coast. The carrier arrived Puget Sound Navy Yard 23 February and decommissioned there 16 June 1950 for a modernization overhaul that would enable her to handle new jet aircraft.

Kearsarge recommissioned 15 February 1952, Captain Louis B. French in command. Following shakedown the carrier cleared San Diego 11 August for intensive flight training in the Hawaiian Islands. Her readiness complete, she sailed for the Far East to engage in combat missions in the Korean war. Arriving Yokosuka 8 September, *Kearsarge* joined the fast carrier Task Force 77 off the east coast of Korea 6 days later. For the next 5 months the carrier's planes flew nearly 6,000 sorties against Communist forces in North Korea, unleashing considerable damage on enemy positions. She completed her tour in late February 1953, returning to her homeport, San Diego 17 March. While serving in Korea her classification was changed to CVA–33.

Kearsarge sailed again for the Far East 1 July 1953 and operated with the 7th Fleet fast carrier force during the uneasy truce in Korea. The "Mighty Kay" also kept watch over the Formosa Straits to prevent the Communists from interfering with the Chinese Nationalists on Taiwan. *Kearsarge* returned San Diego 18 January 1954 to resume training operations off California. Clearing San Diego 7 October, she steamed toward her third deployment to the Far East. While operating with the 7th Fleet, the carrier stood by to assist the Nationalist Chinese in the evacuation of the Tachen Islands. From 6 to 13 February 1955 *Kearsarge* supported units of the fleet in the successful evacuation of 18,000 civilians and 20,000 military personnel from the islands. Her cruise ended at San Diego 12 May and for the next 3 years operated on the annual deployment schedule to the Far East and training operations off California.

During the summer of 1958 *Kearsarge* was fitted out as an antisubmarine warfare support carrier and reclassified CVS–33. Following intensive training in her new role, the carrier sailed 5 September 1959 for 7th Fleet operations in the Far East. Early in her tour Japan was hit with a violent typhoon, and *Kearsarge* played an important role in providing relief to the victims. Her planes landed parties of medical and supply units, while her crew and air group donated clothing and money to the distressed people. After participating in SEATO exercises and 7th Fleet operations, she cleared Yokosuka 3 March 1960 for her homeward voyage. Three days later in stormy waters 1,200 miles off Wake Island, four Russians were rescued after drifting 49 days in disabled landing craft. They were flown back to their country after *Kearsarge* arrived Alameda, Calif., 15 March; and the carrier received thanks from the Soviet Union for this gesture.

A year of training operations preceded her next deployment from San Diego which began 3 March 1961. The antisubmarine carrier steamed to Southeast Asian waters as the Communists intensified their effort to overthrow the government in Laos. The power and determination of the 7th Fleet was observed by the enemy and the crisis eased. Peace prevailed. After 6 months in the Far East, *Kearsarge* arrived Puget Sound 1 November for the second phase of her modernization.

Upon completion of repairs and training *Kearsarge* departed Long Beach 1 August 1962 to station herself in the Pacific missle range as a recovery ship in the Mercury orbital space flight of astronaut Walter Schirra. On October after a flawless flight, the carrier played her role in the "Space Age" by retrieving Schirra and his capsule and returning him to Honolulu for flight back to the States.

USS *Kearsarge* (CVA–33) in Korean waters 1952—planes are F2H Banshees.

Kearsarge resumed training exercises, continuing these for 6 months before arriving Pearl Harbor 29 April 1963 to once again take part in the space program. The carrier repeated her earlier recovery by plucking astronaut Gordon Cooper on 18 May 1963 after he orbited the earth 22 times in his capsule "Faith 7." She returned the space hero to Pearl Harbor, then departed 4 June on her eighth cruise to the Far East. Operations with the 7th Fleet included keeping watch on the unsettled problems in Southeast Asia. *Kearsarge* returned Long Beach 3 December, for training exercises off California.

Six months later, 19 June 1964 the antisubmarine carrier was deployed on her ninth Far Eastern cruise. Arriving Yokosuka 30 July, *Kearsarge* was dispatched to the South China Sea, following the North Vietnamese patrol boat attack on U.S. destroyers in the Gulf of Tonkin. While U.S. Navy planes destroyed North Vietnam oil and supply depots, *Kearsarge* provided antisubmarine protection for the 7th Fleet. The decisiveness of American action persuaded the Communists to delay their objectives for the time being; and *Kearsarge* returned Long Beach 16 December.

After overhaul during the first half of 1965, *Kearsarge* operated off the West Coast until sailing for the Far East 9 June 1966. Steaming via Hawaii and Japan, she reached "Yankee Station" 8 August and operated off Vietnam through 24 October. The next day she headed for the Kuala Lumpur area and anchored in the Strait of Malacca on the 30th. She returned via Subic Bay to "Yankee Station" 5 November and operated there through the 23d. The next day the carrier started home via Hong Kong and Japan, arriving San Diego 20 December. She operated on the West Coast until departing San Diego 18 August and reached Pearl Harbor 10 days later to prepare for future action.

Kearsarge received two battle stars for Korean War service.

Keathley, Sgt. George, see *Sgt. George Keathley* (APC–117)

Keats

A British name retained. Sir Richard Keats (1756–1834), a captain in the Royal Navy, commanded HMS *Superb* from 1801 to 1807.

Tisdale (DE–278) (*q.v.*) was renamed HMS *Keats* upon transfer to the United Kingdom under lend-lease 19 October 1943.

Keegan, V. L., see *YO–166*

Keith

Ellis Judson Keith, Jr., was born at Houston, Tex., on 30 June 1919 and entered the Navy as a Seaman Second Class on 2 October 1941. He was assigned as a radioman and gunner on a patrol plane that flew on aerial bombardments and strafing attacks on enemy ships in the Aleutian Islands. Killed in action during a mission over Kiska Harbor 11 June 1942, Seaman Keith was awarded the Air Medal posthumously for his courage and fortitude.

(DE–241; dp. 1,200; l. 306′; b. 26′7″; dr. 8′7″, s. 21 k.; cpl. 186; a. 3 3″, 8 40 mm., 10 20mm., 2 dct., 8 dcp., 3 21″ tt.; cl. *Edsall*)

USS *Kearsarge* (CVA–33) and destroyers arrive Subic Bay 1961.

Keith (DE–241), laid down as *Scott* and renamed *Keith* 8 December 1942, was launched 21 December 1942 by Brown Ship Building Co., Houston, Tex.; sponsored by Mrs. Ellis J. Keith, Sr., mother of Seaman Keith; and commissioned 19 July 1943 at Houston, Tex., Lt. D. Cochran in command.

After shakedown and training exercise out of Bermuda, *Keith* sailed from Norfolk 14 September 1943 on the first of three voyages escorting convoys from East Coast ports to Gibraltar.

After returning from convoy escort duty 22 February 1944, *Keith* underwent extensive refresher training and participated in antisubmarine warfare exercises before sailing on 15 March as part of escort carrier *Tripoli*'s newly-formed hunter-killer group. With this group she patrolled the Atlantic from Brazil to Newfoundland in quest of enemy submarines.

In July she joined a similar group operating with escort carrier *Core*. On 30 August, *Core's* hunter-killer group contacted an enemy submarine. *Keith*, assisting in the search, made two hedgehog attacks with inconclusive results.

Keith continued to operate with the hunter-killer group patrolling the vast waters of the Atlantic, escorting convoys from "midocean point" to ports in Brazil, Bermuda, Newfoundland, Cuba, and the United States.

On 23 April 1945, the hunter-killer group, operating as a combined force against a large wolfpack of U-boats, spotted a partially submerged submarine but could not locate it after it dived. While searching the next day, *Davis*, a destroyer in company, was torpedoed and sunk. *Keith* and task group ships headed to the position where *Davis* had gone down and launched a severe depth charge attack that lasted some 12 hours before *U–546* was forced to surface. The destroyer escorts opened fire on the submarine; and *Keith* made two direct hits before the U-boat sank. After the engagement, *Keith* rescued four survivors from the submarine.

In mid-July, *Keith* departed Guantanamo Bay, Cuba, for duty in the Pacific. *Keith* found herself in Pearl Harbor at the end of hostilities and got underway for Saipan for escort duty and mop-up operations. Shortly after arriving 31 August, she was assigned an air-sea rescue station between Iwo Jima and Japan. At the end of the year *Keith* sailed for China, arriving Shanghai on the last day of December. She remained there patrolling and escorting vessels until sailing for home on 10 April 1946 via Pearl Harbor and the Panama Canal arriving at Charleston, S.C., 15 May 1946. *Keith* was towed to Green Cove Springs, Fla., where she was decommissioned and placed in reserve 20 September 1946. At present she is berthed at Orange, Tex.

Keith received one battle star for World War II service.

Keith, Willard, see *Willard Keith* (DD–775)

Keith, Willard, see *Keith, Willard* (DE–314)

Kelble, see *YP–457*

Kellar

John Gilbert Kellar, born 11 March 1871 near Peoria, Ill., graduated from Dartmouth College in 1893 and studied civil engineering at the University of Colorado in 1898 and 1899. As a civilian hydrographic engineer, he was appointed to the Hydrographic Office in 1908. Between 1908 and 1927 he served as civilian leader of ocean and coastal survey cruises and completed 15 cruises off the coasts of Panama, Cuba, and Nicaragua. Renowned for this contributions to the fields of geodesy, hydrography, and astronomy, he invented the Altitude-Azimuth Star Plotter and Identifier. In addition, he published "Manual of Hydrographic Surveying" in 1927 and "Glossary of Cartographic Terms" in 1943. He retired in 1943 and died 20 October 1947 in Washington, D.C.

(AGS–25: dp. 1,320; l. 209′; b. 39′; dr. 14; s. 17 k.; cpl. 26; a. none; cl. *Kellar*)

Kellar (AGS–25) was laid down by Marietta Mfg. Co., Point Pleasant, W. Va., 20 November 1962; launched 30 July 1964; sponsored by Mrs. Harriet K. Pond; transferred to Boland Machine Mfg. Co., New Orleans, La., 30 July 1966 for completion of construction; and scheduled for completion in the winter of 1968.

Once commissioned, *Kellar* will provide valuable assistance to the Navy as a far-ranging hydrographic and oceanographic survey ship. Operating under the control of the Hydrographic Office, she will possess the latest survey equipment, with which she can compile field charts and amphibious data. During the continuing task of "keeping the peace" over the vast reaches of global waters, she will contribute vital information for determining potential amphibious landing sites. In addition she will be able to transport and support a combat coastal survey team.

Keller, Robert F., see *Robert F. Keller* (DE–419)

Kelly, J. J., see *J. J. Kelly* (YOG–38)

Kelly, Sgt. Jonah E., see *Sgt. Jonah E. Kelly* (APC–116)

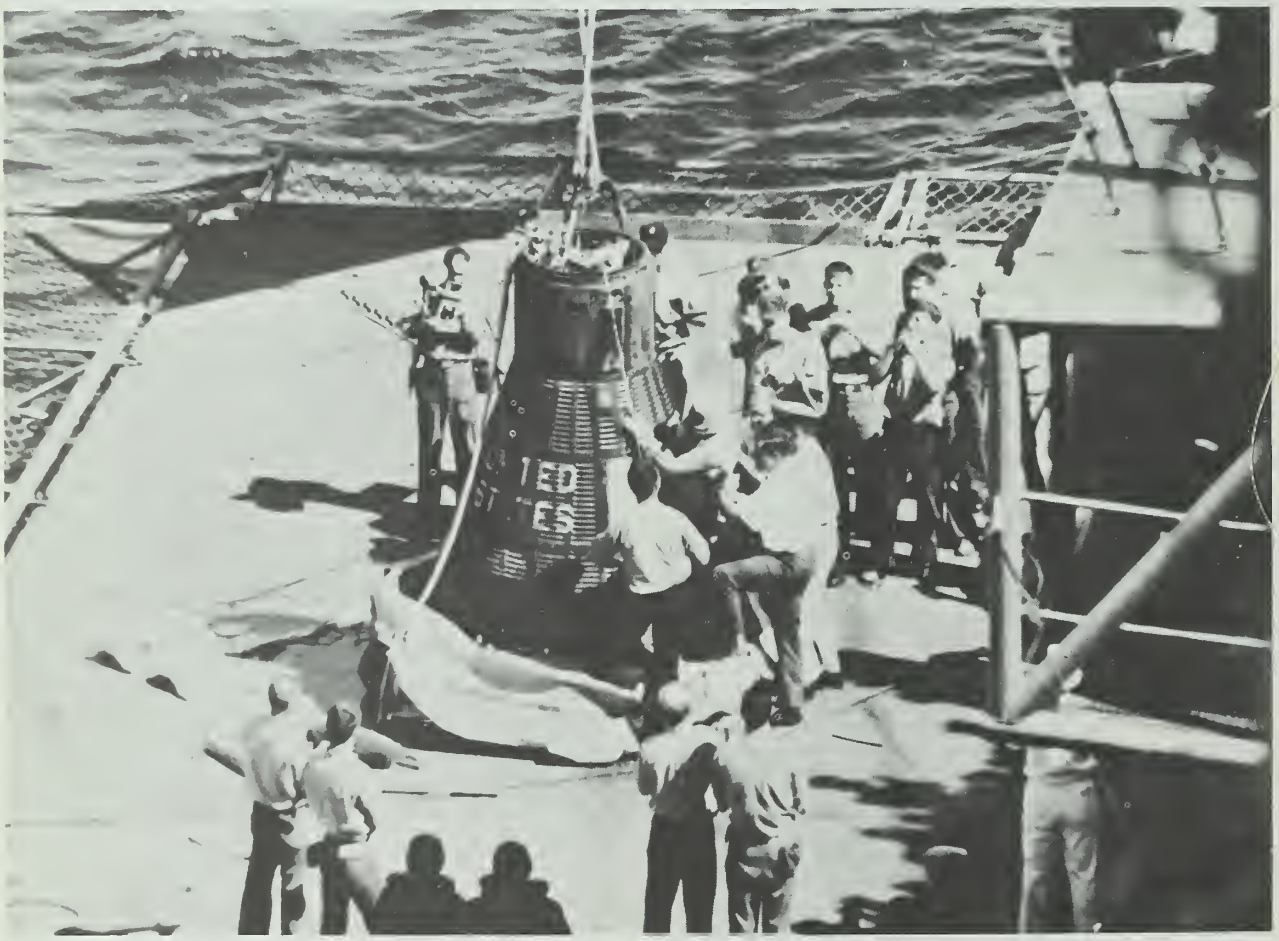
Kelly, William, see *Rotanin* (AK–108)

Kelso

A city in Cowlitz County, Wash.

(PC–1170: dp. 295; l. 174′; b. 23′; dr. 8′; s. 20 k.; cpl. 65; a. 1 3″, 1 40mm., 2 20 mm., 2 rkt., 4 dcp. 2 dct.

PC–1170 was laid down by Sullivan Dry Dock & Repair Co., Brooklyn, N.Y., 3 July 1943; launched 16 October; sponsored by Mrs. M. M. McCauley; and commissioned 21 February 1944; Lt. Burrill D. Barker, Jr., in command.



USS *Kearsarge* (CVA–33) near Honolulu 3 October 1962—Astronaut Walter M. Schirra emerges from Sigma 7 spacecraft after being hoisted aboard Carrier.

After shakedown off the Florida coast, *PC–1170* was assinged to convoy escort duty between Guantanamo, Cuba, and New York. Screening against possible German U-boat attacks, the subchaser made the New York-Cuba voyage 33 times from May 1943 to June 1945. Departing New York 18 June, she steamed to the Pacific to strengthen naval strength in that unfinished war.

Following a brief stay in San Diego, *PC–1170* proceeded to Pearl Harbor, arriving there late July. On 2 August she departed Hawaii for patrol duty in the Marshall Islands. The veteran subchaser was operating out of Eniwetok when World War II ended. Transferred to the Hawaiian Sea Frontier, *PC–1170* for the next 10 years performed patrol duty and reported weather information in the Central Pacific.

On 26 February 1955 she arrived San Francisco and decommissioned 8 August 1955. While berthed with the Pacific Reserve Fleet, she was named *Kelso* 15 February 1956. *Kelso* was struck from the Navy List 1 July 1960 and sold to Ship Supply Corp. 25 April 1961.

Kemah

A former name retained.

(SP–415: t. 300; l. 146′; b. 21′; dr. 9′; s. 13 k.; a. 2 3″)

Kemah (SP–415), a motor yacht, was built by Luders Marine Construction Co., Stamford, Conn., in 1917 to 1918 and acquired while under construction from her owner, F. E. Lewis II, of New York City, 7 October 1917. Brought to the Navy Yard, New York in April 1918, *Kemah* commissioned 16 July, Lt. L. L. Rand, USNRF, in command.

Originally assigned to the 6th Naval District at Charleston, she was transferred upon commissioning to the 3d Naval District, New York, for the period of her service. Restricted to protected waters, *Kemah* served as a guard ship on coastal waters of New York Harbor. She continued her patrol duty until 3 September 1919 when she was withdrawn from active duty. *Kemah* decommissioned 18 September and was sold 22 September 1920 to R. T. Robinson of San Diego.

Kemper County

A county in Mississippi.

(LST–854: dp. 1,625; l. 328′; b. 50′; dr. 11′; s. 12 k.; cpl. 266; a. 3 40mm., 12 20mm.; cl *LST–542*)

LST–854 was laid down by the Chicago Bridge & Iron Co., Seneca, Ill., 30 August 1944; launched 20 November; sponsored by Mrs. M. A. Menkol; and commissioned 14 December, Lt. E. J. Robeson in command.

After shakedown off Florida, *LST–854* departed New Orleans for the Pacific 16 January 1945. Steaming via the Panama Canal, the West Coast, and Pearl Harbor, she reached Ulithi, Caroline Islands, 1 April. There she prepared to support the invasion of Okinawa; then, with an Army Aviation Engineer Battalion on board, she sailed 12 April for that strategic island which lay at the gateway to the heart of the Japanese empire.

The campaign was well underway when *LST–854* arrived Nago Wan, Okinawa, 6 days later. Despite heavy enemy air raids, she unloaded troops and equipment, then returned Ulithi 5 May. During the remaining months of the war, she shuttled troops and equipment among the Philippines and Okinawa in preparation for a possible invasion of Japan. Following the end of World War II, she operated in the Far East, transporting occupation forces until November.

LST–854 arrived Seattle, Wash., 16 December, then after overhaul and training returned to the Far East 27 June 1946. From 1946 to 1949 she transported Navy and Marine Corps troops and cargo among Chinese ports and the Marianas. The veteran landing ship returned to the United States 6 June 1949, and decommissioned 21 October at Puget Sound Navy Yard.

After Communist aggression threatened the freedom of South Korea, the United States responded by sending American forces to aid the embattled country. To assist in the transportation of troops and cargo, *LST–854* recommissioned 20 November 1950; then, after training, she departed San Diego 17 March 1951. Three months later she commenced operations in the war zone, and from June to December operated between Japan and Korea. Her duties in Korea were transporting prisoners-of-war from Pusan to Koje Do, furnishing logistics support for troops at Koje Do, and rotating cargo and troops among Korean ports.

During early January 1952, *LST–854* participated in the landing of the 40th Division at Inchon and provided refugees lifts along the Korean coast. Departing Yokosuka 25 February, the landing ship arrived San Diego 16 March. After overhaul and training along the West Coast, she was back in Japan 26 November. For the remaining months of the Korean conflict, *LST–854* shuttled troops and cargo in support of U.N. forces engaged in fierce combat on the Asian mainland. Following the truce which ended hostilities, the veteran landing ship transported pro- and anti-Communist prisoners to await repatriation.

LST–854 returned San Diego 17 October and, following overhaul, performed training exercises along the West Coast. From May 1954 to May 1960, she sailed on four WestPac cruises in which she supported the 7th Fleet operating to protect U.S. interests in the event of reckless Communist attempts to upset the peace and stability of Asia. *LST–854* was named *Kemper County* 1 July 1955.

After returning from her WestPac cruise 6 May 1960, *Kemper County* spent the next 5 years performing amphibious training exercises along the California coast and in the Hawaiian operating area.

As Communist aggression increased, the United States expanded efforts to protect the integrity and independence of the Republic of South Vietnam. To aid in the vast logistic demands created by the crisis, *Kemper County* departed San Diego 11 October 1965, arriving Subic Bay, Philippines, 12 November. Ten days later she arrived Da Nang, and operated along the coast of South Vietnam for the rest of the year. She operated primarily in the rivers of the Mekong Delta transiting enemy-controlled territory to carry supplies to the Vietnamese Army Headquarters Can Tho. Four times she ascended these streams as far as 90 miles inland. On 3 March 1966 she assisted tanker SS *Paloma* which lay burning and adrift in the Saigon River after a Viet Cong attack. On reaching the scene, she shelled the river bank from which the Communist attack had been launched while fighting the conflagration on the tanker.

During this deployment *Kemper County* carried over 10,000 tons of military cargo and vast quantities of food and clothing for the war-stricken civilian population of South Vietnam before returning to San Diego 28 May 1966. Her services won her the Battle Efficiency "E" of 1966. She operated off the West Coast into 1967 preparing for future action.

LST–854 received one battle star for World War II service and five stars for service in the Korean conflict.

Kempthorne

A British name retained. Sir John Kempthorne (1620–79), a captain in the British Navy, commanded *Mary Rose* during her historic fight with seven Algerines in 1669.

Trumpeter (DE–279) (*q.v.*) was renamed HMS *Kempthorne* upon transfer to the United Kingdom undeer lend-lease 23 October 1943.

256–125 O—68——41

Kendall C. Campbell

Kendall Carl Campbell, born 25 July 1917 in Garden City, Kans., after enlisting in the Naval Reserve 28 October 1940, reported to the Naval Reserve Aviation Base in Kansas City for flight training 15 November. Appointed Aviation Cadet 1 February 1941, he became an Ensign 19 August. He was assigned to carrier combat squadrons, courageously engaging the enemy in the early actions.

During the Battle of the Coral Sea, Ens. Campbell "with disregard of personal safety contributed materially to the sinking or damaging of eight enemy vessels in Tulagi Harbor on 4 May and to the sinking of the enemy aircraft carrier *Shoho* 7 May." He lost his life in this action and was awarded the Navy Cross posthumously.

He was also awarded the Gold Star in lieu of the Second Navy Cross for service in New Guinea. "On 10 March 1942, in the face of heavy antiaircraft fire Ensign Campbell . . . by his superb airmanship and outstanding courage contributed to the destruction of three enemy ships and upheld the highest traditions of the United States Naval Service."

(DE–443: dp. 1,350; l. 306′; b. 36′8″; dr. 9′5″; s. 24 k.; cpl. 186; a. 2 5″, 4 40mm., 10 20mm., 2 dct., 9 dcp., 3 21″ tt.; cl. *John C. Butler*)

Kendall C. Campbell (DE–443) was launched 19 March 1944 by the Federal Shipbuilding & Drydock Co., Newark, N.J.; sponsored by Mrs. Carl B. Campbell; and commissioned 31 July 1944, Lt. Comdr. R. W. Johnson in command.

Kendall C. Campbell departed New York 20 August 1944 for shakedown exercises off Bermuda. Ten days later she departed Norfolk, transited the Panama Canal, and arrived Pearl Harbor 30 October. The destroyer escort was assigned to hunter-killer operations out of Hawaii with *Corregidor* (CVE–58) and performed this duty until she sailed for Ulithi 24 November. She immediately commenced ASW patrols designed to keep the supply lanes to the Marianas and Western Carolines open.

Anxiously awaiting her first major encounter, *Campbell* put to sea 1 January 1945, and sortied with the Luzon Attack Force for the invasion of Lingayen Gulf. She returned to Ulithi 5 February for a short overhaul period, departing 2 weeks later for carrier escort duty during the occupation of Iwo Jima. When the volcano island was secure, *Kendall C. Campbell* put into Ulithi to prepare for the Okinawa invasion.

The destroyer escort sailed 21 March accompanying escort carriers as they unleashed air raids in the preinvasion strikes against Japanese positions on Okinawa. After the American assualt forces hit the beach 1 April, *Kendall C. Campbell* stood by until the island was free of enemy resistance and offered all possible support to the successful campaign.

As the war moved closer to the enemy homeland, on 26 June *Campbell* joined the Logistics Support Group, which operated northeast of Honshu, during the carrier strikes on Japan's home islands. In early August she searched for Japanese submarines southeast of Okinawa Gunto and was on this mission when the fighting ended. During the first week of September she furnished ASW patrols for the Tokyo Occupation Force en route to Japan. After escorting a group of 54 LST's from Tokyo to Manila, she returned to Yokosuka 16 October. *Kendall C. Campbell* departed Japan 4 November, arriving San Pedro, Calif., 22 November. The destroyer escort decommissioned at San Diego 31 May 1946 and joined the Pacific Reserve Fleet. At present she is berthed at Stockton, Calif.

Kendall C. Campbell received four battle stars for World War II service.

Kendrick

Charles S. Kendrick was born in Kentucky 23 January 1817. Early in the Civil War, as Third Master in Army gunboat *St. Louis* of the Western Flotilla, he took part in the captures of Fort Henry, Fort Donelson, Island No. 10, Memphis, and Fort St. Charles. On 1 October 1862, when the Western Flotilla was transferred to the Navy Department, he was commissioned Acting Master in the U.S. Navy. On 30 April 1863, while commanding a landing party which drove Confederate sharpshooters from the river banks at Haines Bluff, he personally captured a Southern officer in hand-to-hand combat. In July he commanded *Petrel* when she and *Forrest Rose* ascended the Tensas River and captured Confederate steamers *Louisville* and *Elmira*. The following month Acting Master Kendrick was stricken with fever and died at the Naval Hospital, Memphis, Tenn., 13 August 1863.

(DD–612: dp. 1,620; l. 348′4″; b. 36′1″; dr. 11′9″; s. 37.5 k.; cpl. 256; a. 4 5″, 4 40mm., 6 dcp., 2 dct., 5 21″ tt.; cl. *Benson*)

Kendrick (DD–612) was launched 2 April 1942 by Bethlehem Steel Co., San Pedro, Calif.; sponsored by Mrs. J. Hanson Delvac, a great-granddaughter of Acting Master Charles S. Kendrick; and commissioned 12 September 1942, Lt. Comdr. C. T. Caufield in command.

After shakedown exercises along the West Coast, *Kendrick* cleared San Diego 11 December 1942 and arrived Casco Bay, Maine, 28 December for ASW exercises. The destroyer then sailed to New York to join Convoy UG–S–4 and sailed 13 January 1943 for Casablanca. She returned New York 13 February with another convoy, and commenced patrol, escort, and training from Norfolk to Newfoundland. *Kendrick* departed New York 28 April for a round trip escort mission to Oran, Algeria, and returned New York 8 June.

After 3 days the destroyer once again steamed toward the Mediterranean, escorting Rear Admiral Kirk's Task Force 85, which carried Major General Troy Middleton's famed 45th Infantry Division. She arrived Oran, staging area for the invasion of Sicily, 22 June. *Kendrick* sailed 5 July and arrived off the beaches of Scoglitti 4 days later. She guarded transports and landing craft until 12 July, then steamed as escort for troop ships via Oran to New York, arriving there 4 August.

She returned to Oran 2 September; that night a German dive bomber made a surprise attack on *Kendrick*'s starboard quarter. The plane roared in 50 feet above the water and launched two torpedoes before it was shot down by the destroyer's gunners. One of the "fish" struck *Kendrick*'s stern damaging her rudder, steering compartment, and fantail, but without harming her crew. As she turned back to Oran, the destroyer stopped to throw life rings to the crew of the enemy plane and reported their position.

After temporary repairs at Oran, *Kendrick* was towed to Norfolk, arriving 26 October. Upon completion of repairs she made a round-trip escort cruise to the United Kingdom before sailing 18 February as convoy escort. Arriving Oran 5 March she prepared for patrol and screening operations, and joined the screen of cruiser *Philadelphia*. For nearly 3 months the destroyer repeatedly provided effective gunfire in support of ground troops advancing up the Italian boot. After Rome was liberated, she stood by to support the Allied drive in northern Italy.

She cleared Palermo 12 August for the invasion of southern France. As a unit of Rear Admiral Deyo's American-French bombardment group, *Kendrick* gave direct fire support to the 36th Infantry Division storming the beaches 15 August. She helped silence German 88mm. guns 15 to 16 August and bombarded gun emplacements and ammunition dumps at St. Madrier, France, 25 to 26 August. Upon completion of her mission the destroyer steamed toward the United States, arriving Boston 19 September.

Kendrick escorted a convoy to the Mediterranean in mid-November, before returning New York 15 December. She joined a convoy and once again departed Norfolk 6 January 1945, reporting for duty with the 8th Fleet 18 January. For the next 4 months she performed air-sea rescue, escort duty, fire support missions, and patrol duty

in the Mediterranean as the war in Europe came to an end. *Kendrick* cleared Oran 15 May with a convoy and put into New York 8 days later. Following repairs at New York and refresher training in Cuba, the destroyer transited the Canal, arriving Pearl Harbor 28 August via San Diego. She engaged in training exercises out of Hawaii before returning Charleston, S.C., 16 October. *Kendrick* remained at Charleston until she decommissioned and joined the Atlantic Reserve Fleet at Orange, Tex., 31 March 1947. On 1 May 1966 her name was struck from the Navy List, and *Kendrick* was used in destruction tests at sea by the David Taylor Model Basin, Carderock, Md.

Kendrick received three battle stars for World War II service.

Kenmore

Home of George Washington's sister Betty.

Kenmore (AP–62) was converted to a hospital ship and renamed *Refuge* (AH–11) (*q.v.*) 2 September 1943.

I

(AP–162: dp. 12,350; l. 441'6"; b. 56'11"; dr. 24'6"; s. 12.8 k.; cpl. 1,242; a. 1 5", 4 3", 8 20mm.; cl. *Crater;* T. EC2–S–C1)

Kenmore (AP–162) was launched as *James H. McClintock* 30 May 1943 by California Shipbuilding Corp., Wilmington, Calif., under a Maritime Commission contract; sponsored by Mrs. T. J. Bluechel; renamed *Kenmore* 27 October 1943; acquired by the Navy and commissioned 14 November 1943, Lt. Comdr. O. H. Pitts, in command.

Kenmore loaded cargo and departed Oakland, Calif., 22 November, arriving Pearl Harbor 1 December. After repairs at Pearl Harbor, she prepared for the Marshall Islands invasion and departed Hawaii 25 January 1944. Nine days later she arrived off the shores of Majuro Atoll with troops and equipment of the attacking force. The cargo ship returned to Pearl Harbor 21 February to embark garrison troops for the Gilbert Islands, debarking them at Tarawa in March.

After shuttling troops between the Gilberts and Hawaii for the next 2 months, *Kenmore* departed Honolulu 29 May for Kwajalein, the staging area for the invasion of the Marianas. There she loaded troops of the 106th Infantry and arrived with the massive amphibious force in the assault area off Saipan 20 June. After a beachhead was secured, *Kenmore* remained in the area until 8 July unloading cargo and equipment. Throughout the summer she transported troops among the Marshalls, Marianas, and Hawaii.

Reclassified AK–221 on 20 August, *Kenmore* stood out of Honolulu 25 September with cargo and reinforcements for the Palau Islands via Eniwetok, arriving Kossal Roads 29 October. She continued supplying the Pacific Islands with men and equipment for the next 6 months. The cargo ship departed Ulithi 20 April with reinforcements needed for the Okinawa campaign, arriving there 6 days later.

In the closing days of the war, *Kenmore* shuttled troops between California and the Pacific Islands, insuring the already inevitable victory. When hostilities ended 15 August, *Kenmore* was assigned to "Magic-Carpet" duty. She made two cruises between the Islands, China, and San Francisco arriving with her final group 15 December. *Kenmore* remained in San Francisco and decommissioned there 1 February 1946. She was delivered to WSA the same day for return to her owner.

Kenmore received two battle stars for World War II service.

Kenmore, see *President Madison* (AP–62)

Kenmore (AK–221), see *James H. McClintock* (AP–162)

Kenmore, see *YT–332*

Kenmore, see *Refuge* (AH–11)

Kennebago

A river in western Maine that empties into Mooselookmeguntic Lake.

(AO–81: dp. 5,782 (lt.); l. 523'6"; b. 68'; dr. 30'10"; s. 16 k.; cpl. 267; a. 1 5", 4 3", 4 40mm., 12 20mm., 2 dcp.; cl. *Escambia;* T. T2–SE–A2)

Kennebago (AO–81) was laid down under Maritime Commission contract by Marineship Corp., Sausalito, Calif., 9 January 1943; launched 9 May 1943; sponsored by Mrs. W. E. Waste; acquired by the Navy 30 July 1943; converted by Matson Navigation Co., San Francisco, Calif.; and commissioned 4 December 1943, Comdr. B. N. Bock in command.

After shakedown off the West Coast, *Kennebago* carried a cargo of fuel oil and aviation gasoline from San Diego to bases in the Aleutians between 24 January and 19 February 1944. After returning to San Pedro 28 February, she loaded fuel oil and departed for the Marshalls 31 March. Steaming via Pearl Harbor, she reached Majuro Atoll 15 April. Assigned to Service Force, Pacific Fleet, during the next 2 months she made fueling runs among the Marshalls and between the Marshalls and Pearl Harbor.

Following the amphibious invasion of the Marianas 16 June, *Kennebago* departed Eniwetok 19 June to supply fire and support ships with fuel. She arrived off Saipan 22 June, and during the next several weeks refueled fighting ships of the 5th Fleet. She returned to Eniwetok 11 August; and, after loading oil and gasoline, she sailed for the Admiralties the 26th, arriving Manus 31 August.

Kennebago departed 11 September to support invasion operations in the Palaus. During and after the landings, she steamed to the east of the Palaus, refueling escort carriers and fire support ships. She continued replenishment operations between Manus and the Palaus until 7 October, then returned to Manus to prepare for the invasion of the Philippines.

In company with two other fleet oilers, *Kennebago* sortied from Manus 9 October and rendezvoused with carriers of Vice Admiral Mitscher's Fast Carrier Task Force. Steaming in the Philippine Sea, she refueled ships until 23 October. Then she sailed for Ulithi where she arrived the 29th. Operating out of Ulithi, she carried out additional refueling operations east of the Philippines between 12 and 24 November and between 16 and 25 December.

Task Force 38 again departed Ulithi 29 December to cover amphibious landings in Lingayen Gulf, Luzon. Steaming with other logistics ships, *Kennebago* refueled fighting ships at sea while American carrier-based air power pounded enemy air bases from Formosa to Luzon. Between 3 and 9 January 1945, planes from the fast carriers flew more than 3,000 sorties, wrecked havoc on Japanese air defenses, and directly contributed to the success of the Luzon invasion 9 January.

Returning to Ulithi 9 January, *Kennebago* refueled before resuming fuel replenishment operations off Luzon from 15 to 24 January. She arrived Ulithi the 27th; then, from 5 to 11 February, she steamed via Manus to Florida Island, Solomons, for anchorage fueling duty during the next month. Departing Tulagi 20 March, she loaded fuel at Espiritu Santo, New Hebrides, and sailed for Ulithi via Manus 24 March. She reached Ulithi 2 April; after discharging her cargo, she sailed the 6th for the United States and arrived Los Angeles 24 April.

After overhaul at Terminal Island Navy Yard, *Kennebago* departed 12 June for the Western Pacific. Steaming

via San Francisco and Pearl Harbor, she reached Ulithi 4 July and rejoined the logistics ships supporting carrier operations off the coast of Japan. She departed Ulithi 10 July and until 2 August operated in the refueling areas as the mobile carriers ranged Japanese waters, launching strike after strike against targets on Honshu and Hokkaido. She returned to Ulithi 5 August for refueling, then continued at sea replenishment off Honshu from 8 to 28 August.

Following the Japanese surrender, *Kennebago* operated out of Okinawa from 19 September to 5 October. Loaded with fuel oil, she steamed to Taku, China, arriving 9 October. During the next 2 months she served at Taku and fueled ships of the 7th Fleet as American Naval forces assisted Nationalist Chinese troops during the struggle against the Communist Chinese for control of China. Departing Taku 14 December, she steamed via Yokosuka, Japan, to Pearl Harbor, arriving the 28th. Between 26 January 1946 and 14 February she returned to the Far East, carrying fuel to Yokosuka and Hong Kong. She departed Hong Konk 17 February for the United States; and after reaching San Francisco 7 March, she sailed the 28th for the East Coast. *Kennebago* arrived Boston 19 April and decommissioned there 19 July.

Transferred to the Maritime Commission 24 May 1947, *Kennebago* was reacquired by the Navy and assigned to MSTS 1 October 1949. She reactivated in September 1950, and, during the war to repel Communist aggression in Korea, she carried vital oil to bases in the Far East. During the following years, in response to intermittent threats to world peace by nations under Communist control, she helped support the might of American sea power in the Atlantic, Pacific and Mediterranean. On 27 November 1957 she was inactivated at Beaumont, Tex., and transferred to the Martime Administration the same day. She was returned to MSTS control 23 May 1958 and reactivated for logistics duty in the Pacific. She provided refueling services during supply operations to American bases located in the Arctic. During late 1958 and early 1959 she supported the mighty 6th Fleet in the Mediterranean. She returned to New York 22 May 1959, transferred to the Maritime Administration 23 June and entered the National Defense Reserve Fleet in James River, Va. She transferred to the Army 20 May 1966 for use as a floating power plant in South Vietnam.

Kennebago received six battle stars for World War II service.

Kennebec

A river in central and southern Maine flowing from Moosehead Lake to the Atlantic.

I

(Gbt: t. 507: l. 158′; b. 28′; dr. 10′3″)

The first *Kennebec* was launched 5 October 1861 by G. W. Lawrence, Thomaston, Maine; and commissioned at Boston Navy Yard 8 February 1862, Lt. John H. Russell in command.

The new gunboat was assigned to Admiral Farragut's newly created West Gulf Blockading Squadron and stood out to sea 12 February 1862. She reached Ship Island, Miss., 5 March and 3 days later crossed the bar at Pass a l'Outre and entered the Mississippi.

In the ensuing weeks she did reconnaissance and patrol duty, occasionally engaging Confederate ships chasing them upstream. On 28 March she and *Wissahickon* steamed up the river within sight of Fort Jackson and found the cable-linked line of hulks which the South had placed across the river to bar Farragut's invaders. After Southern batteries at the Fort opened a rapid fire on the gunboats, they retired down the river; but, from time to time thereafter, they steamed up to learn more about the Southern defenses while Farragut made ready to attack.

On 18 April a flotilla of Mortar schooners under Commander David Dixon Porter opened a steady fire on Forts Jackson and St. Philip, and maintained the barrage until it reached a crescendo on the night of 24 April as Farragut in *Hartford* led his fleet past the forts. *Kennebec*, in the gunboat division commanded by Captain Henry H. Bell, became entangled in the line of rafts which obstructed the river and struck one of the Confederate schooners. This delayed her until Admiral Farragut had completed his dash, enabling the Confederate guns fire to concentrate their fire on *Kennebec*, *Itasca* and *Winona*. As dawn had made their ships even more vulnerable targets, their commanders ordered the crews to lie flat on the decks while the gunboats drifted down stream out of action. However, *Kennebec*'s disappointment was softened 4 days later when she was on hand to see the Stars and Bars at Fort Jackson lowered and the Stars and Stripes raised in their place.

Patrol and convoy duty up and down the Mississippi occupied *Kennebec* for the next 2 months. She was with Farragut below Vicksburg 25 June, and began a bombardment of the Confederate batteries there the next day. She remained below with *Brooklyn* continuing the shelling until Farragut had safely run by the Southern guns on the 28th and joined Flag Officer Davis above Vicksburg. The gunboat engaged batteries and snipers ashore for 2 days before heading down stream to resume escort and patrol duty. The tricky waters of the Mississippi ever threatened to fling the gunboat hard aground in hostile territory; and Confederate cannon and riflemen lay hidden ashore waiting to harass the Union ships and their men.

On 9 August *Kennebec* headed for the open sea for blockade and cruising duty in the Gulf. From time she exchanged fire with shore batteries and shelled targets ashore. She helped capture schooner *Jupiter* 4 May 1863 and took schooner *Hunter* on the 17th. Steamer *William Bayley* fell prey to the vigilant blockader 18 July. She shared in the capture of schooner *Winona* off Mobile 29 November and she took schooner *Marshall J. Smith* laden with 260 bales of cotton 9 December. On the last day of 1863, she made a prize of steamer *Grey Jacket* after the blockade runner had slipped out of Mobile laden with cotton, rosin, and turpentine for Havana. She then took schooner *John Scott* after an 8-hour chase 7 January 1864.

The conquest of Mobile was Farragut's next major objective. *Kennebec* helped blockade the port during the spring and summer of 1864, tightening the noose around the valuable Southern port. One of her most daring exploits of the war occurred during this duty. On 30 June *Glasgow* had forced blockade-running steamer *Ivanhoe* to run aground near Fort Morgan 30 June. Because the steamer was protected by the fort's guns, Rear Admiral Farragut attempted at first to destroy her by long range fire from *Metacomet* and *Monongahela*. When this proved unsuccessful, Farragut authorized his Flag Lieutenant, J. Crittenden Watson, to lead a boat expedition to burn *Ivanhoe*. Under the cover of darkness and the ready guns on board *Metacomet* and *Kennebec*, Watson led four boats directly to the grounded steamer and fired her in two places shortly after midnight 6 July. Farragut wrote: "The admiral commanding has much pleasure in announcing to the fleet, what was anxiously looked for last night by hundreds, the destruction of the blockade runner ashore under the rebel batteries by an expedition of boats . . . the entire conduct of the expedition was marked by a promptness and energy which shows what may be expected of such officers and men on similar occasions."

On the morning of 5 August Admiral Farragut was ready to attack Mobile. *Kennebec* was lashed alongside *Monongahela* when the Union ships got underway shortly after 6 A.M. An hour later the guns at Fort Morgan opened fire and Confederate steamers *Morgan* and *Gaines* soon joined them. Undaunted Farragut's ships steamed steadily ahead and answered as they came within range. After an hour of fighting, the South's ironclad ram *Tennessee* passed across *Monongahela*'s bow and struck *Kennebec*'s bow; glanced off; and fired into the gunboat's berth deck as she pulled away, wounding four members

of *Kennebec*'s crew but doing little damage to the ship. *Kennebec* then cast off from *Monongahela* and steamed up the bay. By mid-morning all major Confederate opposition afloat had been destroyed or captured; and the rest of the day was spent rounding up Southern merchant ships. *Kennebec* chased several and captured schooner *Corina*.

On 8 August Fort Gaines surrendered; and *Kennebec* turned her attention to shelling Fort Morgan until that valiantly-defended southern stronghold surrendered on the 23d. After repairs at Pensacola, *Kennebec* sailed for for the Texas coast 10 March 1865 and remained on blockade there until the Confederacy collapsed. Off Galveston she engaged in one of the last actions of the war. On 24 May blockade runner *Denbigh*, once described by Admiral Farragut as "too quick for us," was found aground at daylight on Bird Key Spit, near Galveston. She had attempted to run into the Texas port once again under cover of darkness. She was destroyed during the day by gunfire from *Cornubia* and *Princess Royal*, and later boarding parties from *Kennebec* and *Seminole* set her aflame. Prior to the capture of Mobile Bay, *Denbigh* had plagued Farragut by running regularly from Mobile to Havana.

After the war ended, *Kennebec* remained off the Texas coast providing stability as Union authority was restored and keeping an eye on events in Mexico, where French intervention had violated the Monroe Doctrine. She headed eastward 6 July, stopped at Pensacola a week, and reached Hampton Roads on the 23d. Five days later she sailed North and reached Boston 1 August. *Kennebec* decommissioned at Boston Navy Yard 9 August and was sold at New York 30 November 1865.

II

(AO–36: dp. 21,100; l. 501′5″; b. 68′; dr. 30′2″; s. 16.5 k.; cpl. 214; a. 1 4″, 2 3″, 2 dcp.; cl. *Kennebec*; T. T2–A)

The second *Kennebec* (AO–36) was launched as *Corsicana* 19 April 1941 by Bethlehem Steel Shipbuilding Corp., Sparrows Point, Md.; sponsored by Mrs. E. Rolfe Brown; renamed *Kennebec* 9 January 1942; acquired by the Navy from the Maritime Commission 13 January 1942; and commissioned 4 February 1942, Comdr. S. S. Reynolds in command.

Kennebec departed 11 February 1942 and joined the Service Force of the U.S. Atlantic Fleet. The fleet oiler arrived New Orleans 27 February and commenced oil runs from Gulf ports to depots along the Atlantic coast and South America. *Kennebec* was almost constantly at sea, supplying the fleet from Brazil to Newfoundland with vital fuel oil, kerosene, diesel oil, and aviation gasoline. She departed Norfolk 4 May for fueling operations in the Caribbean, then resumed coastal oil runs throughout the summer.

Kennebec cleared Hampton Roads, Va., 24 October to provide logistic support to the American invasion fleet in the North African campaign. The fleet oiler arrived off French Morocco 7 November and operated with a carrier formation near the coast, remaining there until the landings were completed. She sailed for Norfolk 14 November, arriving there 12 days later to continue her coastal fuel runs. She made another cruise to Casablanca in January 1943 with a cargo of gasoline for the continuing operations in North Africa.

Upon her return to Norfolk 14 February, *Kennebec* resumed fuel runs from Port Arthur, Tex., to various ports along the Atlantic coast. She continued these operations for 11 months, including another cruise to Casablanca in October. On 18 January 1944, she cleared Bayonne, N.J., to fuel ships of convoys bound to and from the United Kingdom. The fleet oiler returned to New York 13 February and commenced regular runs from Gulf and Atlantic ports to North Africa and the Caribbean. She made a total of four cruises to the submarine-infested waters of the Mediterranean during the year carrying oil and gasoline to support the fleet in that area.

Following an overhaul at Norfolk in January 1945, *Kennebec* cleared Norfolk 5 February for fueling operations in the West Indies. She sailed 28 March for another cruise to Oran and after discharging her cargo reported for duty in the Azores 15 April. The oiler returned Norfolk 28 May and resumed coastal fuel runs until 20 July when she departed Galveston, Tex., for the Pacific. She arrived in Japan 9 September via Pearl Harbor and Adak, Alaska, for duty as a station tanker supporting the occupation forces in the Far East. She remained there for 10 months replenishing the fleet in China and Japan with oil from Bahrein, Saudi Arabia. She cleared Shanghai, China, 8 July 1946 and put into Bremerton, Wash., 29 July for a much needed overhaul.

From 1947 to 1950 *Kennebec* was assigned to the Naval Transport Service, and circled the globe providing fuel to American ships from oil depots in Saudi Arabia, Aruba, and Texas. She operated both in the Atlantic and Pacific during this period, acting as the "lifeline" in the era of mobile seapower. Following coastal operations between California and Alaska, the oiler decommissioned at San Diego 4 September 1950.

Kennebec was recommissioned at Oakland 11 January 1951, Comdr. A. G. Beckman in command. Assigned to MSTS, she cleared San Pedro 9 March on the first of four fuel runs to the Hawaiian Islands that year. The oiler also replenished coastal ports in Washington, Oregon, and Alaska. For the next 3 years, *Kennebec* shuttled oil to Hawaii and Alaska staging areas for the supply runs to the Korean battle zone. In addition to the increased activity in the Pacific because of the Communist aggression in Korea, *Kennebec* also made two cruises to the Caribbean before decommissioning at San Diego 25 September 1954.

Kennebec (T–AO–36) recommissioned 14 December 1956 at San Diego, Comdr. Naden F. Stimac in command. Following a cruise to Pearl Harbor 1–15 January, the oiler transited the Panama Canal and arrived Norfolk 10 February. She made six logistics cruises between Aruba in the Dutch Antilles to Norfolk before departing Bermuda 11 May for the Mediterranean. After supplying ports in Spain and Italy, she transited the Suez Canal to pick up fuel cargo in Arabia. She unloaded her cargo at Japan, then returned to the Atlantic to participate in the NATO exercise "Strikeback" during September. *Kennebec* returned to New York 12 October and decommissioned 31 October 1957. She was struck from the Navy List 14 January 1959.

As a result of the Berlin crisis, President Kennedy ordered an augmentation of the military forces. *Kennebec* was reacquired by the Navy and recommissioned 16 December 1961. She cleared New York 19 January, picked up cargo at Aruba and arrived at her new home port San Francisco 15 February. The oiler engaged in replenishment operations until June when she put into Hunter's Point for an extensive overhaul.

The overhaul was completed 5 January 1963, and *Kennebec* departed San Francisco 25 February 1963 for the Far East. She arrived Sasebo 1 April and commenced operations with the 7th Fleet peacekeeping force. The oilers played an important role of increasing the mobility of the fleet, a powerful factor helping to prevent crises from exploding into war. She returned to San Francisco 7 August and operated along the West Coast for the rest of the year. *Kennebec* departed San Francisco 21 March 1964 for another Far East deployment to replenish units of the mighty 7th Fleet. During the summer, the North Vietnamese Communist Navy decided to test the determination of the United States by firing on U.S. destroyers in international waters off the coast of Vietnam. On 4 August, President Johnson ordered the Navy to retaliate by destroying North Vietnamese naval bases and oil depots. *Kennebec* remained in the South China Sea through August until the crisis eased, and she returned to San Francisco 21 October.

During ensuing years, *Kennebec* continued to alternate operations along the West Coast with Far Eastern deployment. For example, she returned from the Orient 18 June 1966 after a cruise in which she had fueled many of the

USS *Kennebec* (AO–36) on 4 October 1942

Navy's ships fighting off Vietnam. Then she operated out of San Francisco until heading back to the Far East 10 January 1967. She operated out of Subic Bay supporting the effort to thwart Communist aggression in southeast Asia until returning to San Francisco 8 September.

Kennebec received one battle star for World War II service.

Kennedy

John Pendleton Kennedy was Secretary of the Navy in 1852 and 1853. See *John P. Kennedy.*

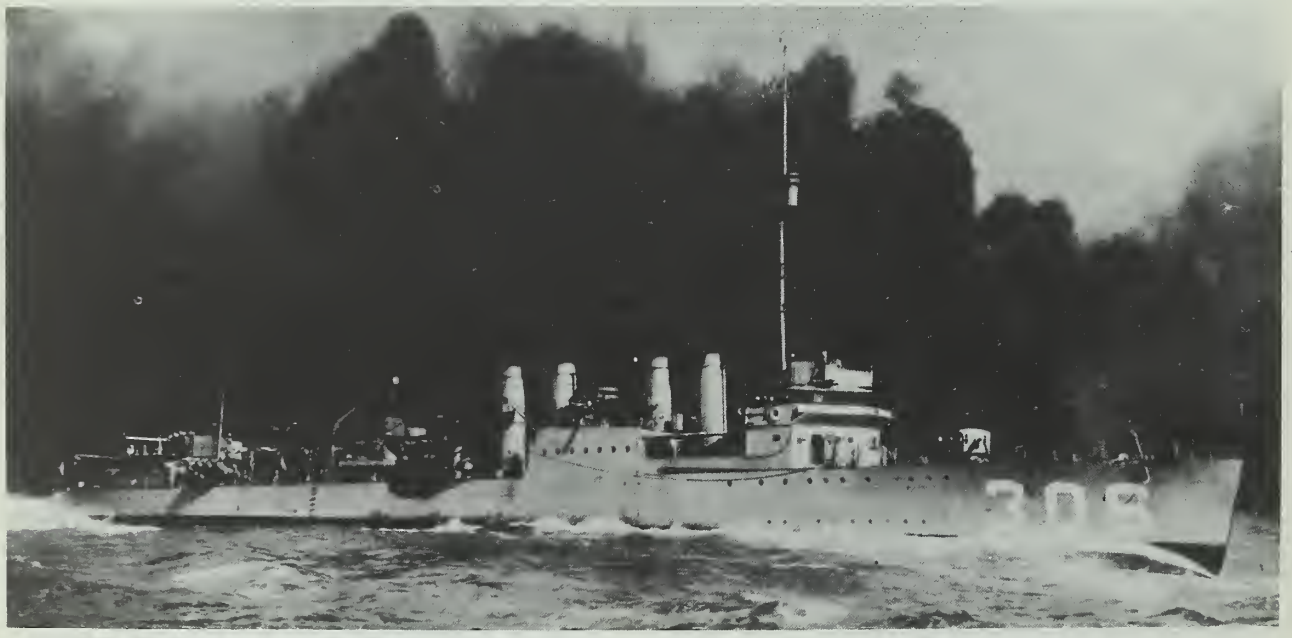
(DD–306: dp. 1,190; l. 314′5″; b. 31′5″; dr. 9′3″; s. 35 k.; cpl. 95; a. 4 4″, 1 3″, 12 21″ tt.; cl. *Clemson*)

Kennedy (DD–306) was launched 15 February 1919 by Bethlehem Shipbuilding Corp., San Francisco, Calif.; sponsored by Mrs. Eugene F. Essner; and commissioned 16 August 1920, Lt. Comdr. C. J. Parrish in command.

Kennedy arrived in San Diego, her homeport, 7 October 1920 and joined the Pacific Fleet in exercises and maneuvers along the West Coast from the Pacific Northwest to South America. Gunnery drills, torpedo practice, plane-guard duty, fleet problems, and war maneuvers with the Army kept *Kennedy* busy at sea, perfecting the techniques of naval warfare which were to make possible the great victories of World War II.

During the spring of 1924, the destroyer transited the Panama Canal for fleet concentrations in the Caribbean. She returned San Diego 22 April to resume operations of her homeport. She sailed 13 June 1925 for a fleet problem and joint exercises off Hawaii. During this cruise she accompanied the Battle Fleet to Pago Pago, Samoa, and ports in Australia and New Zealand, returning San Diego 26 September. In 1927 she revisited the Caribbean for more exercises, this time calling at Norfolk and New York before returning San Diego 22 May. *Kennedy* sailed once again 9 April 1928 for large scale maneuvers in Hawaiian waters, resuming operations out of San Diego 2 months later.

After training cruises for reserves during the summer of 1929, *Kennedy* arrived San Diego 27 September and decommissioned there 1 May 1930. Her hulk was sold 19 March 1931 and scrapped in accordance with the terms of the London Treaty limiting naval armament.



USS *Kennedy* (DD–306)

Kennedy, John F., see *John F. Kennedy* (CVA–67)

Kennedy, Joseph P., Jr., see *Joseph P. Kennedy, Jr.* (DD–850)

Kennesaw

A town in Cobb County in northwest central Georgia, 22 miles northwest of Atlanta, nearby where Union forces under General W. T. Sherman defeated Confederate troops under General Joseph Johnston defending Atlanta in the Battle of Kennesaw Mountain late in June 1864.

(YTB–255: dp. 415; l. 110′; b. 27′; dr. 11′4″; s. 12 k.; a. 2.50 cal. mg.)

Kennesaw was laid down as YT–255; reclassified YTB–255 on 15 May 1944; and launched 30 September 1944 by William F. Stone & Sons., Oakland, Calif.; sponsored by Mrs. Mary Ehrhorn; and assigned to the 11th Naval District. She operated there as a service craft until struck from the Navy List 1 February 1960.

Kenneth D. Bailey

Kenneth Dillion Bailey. born 21 October 1910 in Pawnee, Okla., was commissioned Second Lieutenant in the U.S. Marine Corps 10 July 1935. Assigned to various sea and shore billets before the outbreak of World War II, he served with the Marine detachment on board *Pennsylvania* (BB–38) from 2 June 1938 to 14 July 1940. Transferred 30 April 1942 to field duty in the Pacific with the 1st Marine Raider Battalion, he was promoted to Major 18 May. During the invasion of Tulagi, Solomon Islands, 7 August, he led a successful assault against an enemy machine gun nest. Although seriously wounded, he directed the action of his company until forcibly evacuated. For his "conspicuous gallantry and intrepidity," Major Bailey was awarded the Silver Star.

As commanding officer of Company C, 1st Raider Battalion, he led his men in repulsing a Japanese attack, which had penetrated American lines during the Battle of Bloody Ridge, Guadalcanal, 12 to 14 September. Despite a severe head wound, he directed his men for more than 10 hours of fierce hand-to-hand fighting. "His great personal valor while exposed to constant and merciless enemy fire, and his indomitable fighting spirit inspired his troops to heights of heroic endeavor which enabled them to repulse the enemy and hold Henderson Field." Killed 26 September while heading his men in an attack on the enemy at the Matanikau River, Guadalcanal, Major Bailey was posthumuously awarded the Medal of Honor and the Presidential Unit Citation.

The name *Kenneth D. Bailey* was assigned to DE–552 on 30 November 1943; cancelled 10 June 1944; and reassigned to DD–713 on 8 July 1944.

I

(DD–713: dp. 2,425; l. 390′6″; b. 41′1″; dr. 18′6″; s. 35 k.; cpl. 336; a. 6 5″, 16 40 mm., 20 20mm., 5 21″ tt., 6 dcp., 2 dct.; cl. *Gearing*)

Kenneth D. Bailey (DD–713) was launched 17 June 1945 by Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Elizabeth Speissegger Bailey, widow of Major Bailey; and commissioned 31 July 1945, Comdr. G. H. Richards, Jr., in command.

After shakedown in the Caribbean, *Kenneth D. Bailey* operated in the Atlantic from the New England coast to the Caribbean. Working out of Newport, R.I., and Norfolk, Va., she served as plane guard during the qualification of pilots in carrier operations and trained men for the crews of new destroyers. From 13 February to 26 March 1947 she cruised along the eastern coast of South America and returned to Norfolk 31 March.

On 10 November *Kenneth D. Bailey* departed Norfolk on the first of many Mediterranean cruises during the Cold War. While deployed with the mighty 6th Fleet, she has strengthened American naval power during its constant vigil to maintain peace, preserve freedom, contain Communist expansion, and keep the Middle East facing west. From 13 December to 5 January 1948, she patrolled the coast of Greece to insure Greek independence despite Communist aggression. While operating in the Mediterranean from 13 January to 12 May 1949, she supported the still unsettled truce in Israel and helped to maintain peace between Italy and Yugoslavia during their struggle for Trieste. Again, from 3 September 1951 to 4 February 1952, she ranged the Mediterranean from Spain to Turkey to maintain the freedom of the nations which rim that ancient sea.

When not deployed with the 6th Fleet, *Kenneth D. Bailey* joined operations that carried her from the Caribbean and the reaches of the Arctic Ocean to the shores of Northern and Western Europe. Undertaking a variety of duties, she trained naval reservists, served as plane guard and screen during carrier operations, and participated in cold weather exercises north of the Arctic Circle. On 2 December 1952 she entered the Boston Naval Shipyard for modernization and conversion to a radar picket destroyer and decommissioned on the 22d.

Redesignated DDR–713, *Kenneth D. Bailey* recommissioned 29 August 1953, Comdr. W. D. Gaddis in command. Based at Newport, she operated along the East Coast, then deployed with the 6th Fleet 19 May 1954. Before returning to Newport 28 September, she participated in joint NATO operations in the Eastern Mediterranean. She again deployed to the Mediterranean from 5 November 1955 to 17 March 1956, and in February 1956 she patrolled the Red Sea along Israeli and Egyptian coasts to express U.S. concern over the mounting Suez crisis. In April 1957 she cruised the eastern Mediterranean in support of King Hussein's pro-Western Jordanian government, then threatened by Communist subversion. And while on her next deployment (2 September 1958–28 March 1959), she supported U.S. operations in Lebanon, begun in July 1958 at the request of Lebanese President Chamoun, who feared a Communist coup.

Kenneth D. Bailey shifted her homeport from Newport to Mayport, Fla., 16 June 1959. After completing destroyer operations in the Atlantic, she entered Charleston Navy Yard 26 January 1960 for a 9-month FRAM II overhaul that equipped her with new radar, sonar, and communication facilities. She returned to Mayport 27 October well prepared to help maintain American security on the seas. She sailed 14 November for waters off Guatemala and Nicaragua to establish barrier patrols to prevent the landing of Cuban supplies and armed forces during small-scale revolts in those Central American nations. She continued this important duty until 4 December, then returned to Mayport 18 December to prepare for further service in the Mediterranean.

Departing Mayport 9 February 1961, *Kenneth D. Bailey* arrived Gibraltar 18 February to commence 6 months of Fleet and NATO operations that carried her from the coast of France to the shores of Greece, Turkey, and Lebanon. Since that time, she has deployed to the Mediterranean four times within 4 years to support the Fleet's peace-keeping mission. Returning from her latest deployment 26 October 1966, this versatile destroyer remained off Mayport, Fla., until 12 April 1967 when she arrived at Charleston, S.C., for overhaul, where she remains into the fall of 1967.

Kenneth L. McNeal

A former name retained.

(SP–333: t. 331; l. 160′; b. 24′; dr. 12′; s. 11 k.; cpl. 24; a. 1 3″)

Kenneth L. McNeal, a fishing boat, was built by M. M. Davis of Solomon's Island, Md., in 1913; sold to the Government by her owner, McNeal Dodson Co., Inc., of

Readville, Va., 31 May 1917; delivered to the Navy 14 June at Norfolk; and commissioned 10 August, Lt. (j.g.) C. B. Byrne in command.

Fitting out as a minesweeper, *Kenneth L. McNeal* departed Norfolk 17 August for Boston. On the 26th she sailed from Boston for Brest, France, where she arrived 9 September and commenced minesweeping patrols and coastal escorts along the Brittany coast from Vannes to St. Brieuc. Damaged while operating out of Brest on patrol in February 1919, she was offered for sale 11 May. *Kenneth L. McNeal* decommissioned at Brest 8 September and was sold to Union d'Entreprisen Marocaine of Casablanca, French Morocco.

Kenneth M. Willett

Kenneth Martin Willett, born 9 April 1919 in Overland, Mo., enlisted in the Naval Reserve as an apprentice seaman 9 July 1940. Appointed to the Naval Reserve Midshipmen's School 9 August, he was commissioned Ensign 14 November and assigned to *California* (BB–44), where he served until 24 November 1941. He then reported to the 12th Naval District for duty at the Armed Guard Center, San Francisco, 22 January 1942. While serving as commanding officer of the Naval Armed Guard on board freighter SS *Stephen Hopkins*, he was promoted to Lieutenant (j.g.) 15 June.

While en route from Capetown, South Africa, to Paramaribo, Dutch Guiana, *Stephen Hopkins* was attacked 27 September by two enemy surface raiders. Though seriously wounded by one of the first enemy shells, Lt. Willett courageously manned the 4-inch gun and fired shell after shell into the nearer, more heavily armed raider. Inflicting heavy damage on both enemy ships, his accurate fire eventually sank one of them. Even after an exploding magazine silenced his gun, Lt. Willett refused to give up his struggle for both ship and crew. When last seen, although weakened and suffering, he was helping to launch life rafts from the flaming freighter in a desperate effort to save lives. For his "great personal valor and gallant spirit of self-sacrifice," Lt. Willett was posthumously awarded the Navy Cross.

(DE–354: dp. 1,350; l. 306′; b. 36′8″; dr. 9′5″; s. 24 k.; cpl. 186; a. 2 5″, 4 40mm., 10 20mm., 3 21″ tt., 9 dcp., 2 dct.; cl. *John C. Butler*)

Kenneth M. Willett (DE–354) was launched 7 March 1944 by Consolidated Steel Corp., Orange, Tex.; sponsored by Mrs. D. C. Willett, mother of Lt. (j.g.) Willett; and commissioned 19 July 1944 at Orange, Lt. Comdr. J. M. Stuart in command.

After shakedown and training off Bermuda, *Kenneth M. Willett* served as a training ship in the Chesapeake Bay from 1 to 20 October. Joining CortDiv 82, she departed Norfolk 21 October for duty in the Pacific with the 7th Fleet. Steaming via the Panama Canal, the Galapagos Islands, and the New Hebrides, she reached Hollandia, New Guinea, 28 November.

Assigned to convoy escort duty between Humboldt Bay, New Guinea, and Leyte Gulf, Philippines, *Kenneth M. Willett* made seven trips from 13 December 1944 to 25 February 1945. On 1 January 1945, while she screened a convoy to Hollandia, *Kenneth M. Willett*'s guns brought down an attacking enemy torpedoplane close aboard one of the merchant ships.

Upon arriving Leyte Gulf 25 February, the destroyer escort was assigned to patrol and ASW duty. Steaming to Mangarin Bay, Mindoro, 6 March, she made hunter-killer patrols off Mindoro and Luzon, then returned to Leyte Gulf 4 June for escort duty between Leyte and Ulithi, Western Carolines. After two runs to Ulithi, she resumed patrol duty off Mindoro 2 July; and on the 10th she returned to Leyte for a convoy escort run to Okinawa.

Departing 17 July with a convoy of LCI's and LST's, *Kenneth M. Willett* steamed via Casiguran Bay, Luzon, for the Ryukyus. After safely passing through a typhoon 30 to 31 July, the convoy reached Okinawa 7 August. *Kenneth M. Willett* departed the next day for Leyte. During the next 16 weeks she made convoy runs out of Leyte and Manila to Ulithi, Tokyo, and Shanghai. And from 29 December to 29 January 1946 she operated out of Guiuan Roadstead, Samar, on intermittent weather patrols east of Leyte Gulf.

Steaming to Manila 10 February, *Kenneth M. Willett* cleared the bay 15 February for patrol duty along the Chinese coast. She arrived Tsingtao 20 February with five other destroyer escorts and commenced operations from the Yellow Sea to Shanghai in support of Chinese Nationalists' efforts to wrest control of the northern Chinese Mainland from the Communists. Following ASW operations in the North Yellow Sea 1 to 5 April, she departed Tsingtao 15 April en route to the United States. Steaming via Guam, Eniwetok, and Pearl Harbor, she arrived San Pedro 11 May. She decommissioned 24 October and entered the Pacific Reserve Fleet at San Diego 10 November.

During the Korean War *Kenneth M. Willett* recommissioned 25 May 1951 at San Diego, Lt. Comdr. E. N. Weatherly in command. After shakedown along the California coast, she departed San Diego 4 September and steamed via the Panama Canal en route to New Orleans, where she arrived 18 September for duty as a Naval Reserve training ship. Assigned to the 8th Naval District, she departed 5 November on a Naval Reserve cruise to San Juan, P.R. From then until 16 October 1958 she made 63 training cruises that carried her from New Orleans to South America, Canada, the eastern seaboard of the United States, and throughout the Caribbean. During this time she rendered vitally important service, making certain that men of the Naval Reserve remained qualified to serve on a moment's notice to guard the nation's security on the high seas.

Upon her arrival from Havana, Cuba, 16 October 1958 *Kenneth M. Willett* completed her final training cruise. She departed New Orleans 30 November, arriving Orange, Tex., the following day. She then operated out of Orange until decommissioning 26 February 1959. Assigned to the Atlantic Reserve Fleet, she at present is berthed at Philadelphia.

Kenneth Whiting

Kenneth Whiting, born at Stockbridge, Mass., 22 July 1881, was appointed Naval Cadet 7 September 1900. He was commissioned Ensign 25 February 1908 after attending the Naval Academy and serving the required sea duty. Whiting then became qualified in submarines, subsequently commanding *Porpoise*, *Shark*, *Tarpon*, and *Seal*. In 1914 his interest turned to aviation. After learning to fly under Orville Wright, he was designated Naval Aviator 16. As a true pioneer of naval aviation, he assumed command of the 1st Naval Air Unit in France following America's entry into World War I. Lt. Comdr. Whiting was then assigned to command Naval Air Stations 14 and 15 at Killingholme, England. For this service he was awarded the Navy Cross "for exceptionally meritorious service in a duty of great responsibility."

After the war his interest in and support of aviation was partially responsible for the conversion of collier *Jupiter* into the Navy's first aircraft carrier *Langley*. He continued active participation in naval aviation, commanding *Langley* and *Saratoga*, and various air squadrons prior to his retirement as Captain 30 June 1940. He was then retained on active duty as General Inspector of Naval Aircraft, Eastern Division until 1943. Captain Whiting was assigned command of the Naval Air Station, New York, 19 February; and held this post until his death 24 April 1943.

(AV–14: dp. 8,510; l. 492′; b. 69′6″; dr. 26′; s. 18.7 k.; cpl. 1,077; a. 2 5″, 12 40mm., 16 20mm.; cl. *Whiting;* T. C3)

Kenneth Whiting (AV–14) was launched 15 December 1943 by Seattle-Tacoma Shipbuilding Co., Seattle, Wash.;

sponsored by Mrs. Kenneth Whiting, widow of Captain Whiting; and commissioned 8 May 1944, Comdr. R. R. Lyons in command.

After shakedown along the West Coast, *Kenneth Whiting* cleared San Diego 21 July 1944 and arrived Saipan 14 August for operations in the Marianas. Her PB2Y squadron made reconnaissance flights which provided valuable data necessary to the success of the Allied operations. At Tanapag Harbor, Saipan, *Kenneth Whiting* used a former Japanese seaplane ramp to augment the maintenance facilities and increase the availability of planes. She sailed for Kossol Passage 20 November, relieving ten der *Pocomoke* there 3 days later. She remained in the Palau Islands until 5 February 1945.

Arriving Ulithi 6 February, *Kenneth Whiting* resumed tending seaplanes. On 11 March while she was still off Ulithi, two enemy suicide planes attacked the base. One crashed into Sorlen Island; but the second dove into *Randolph* (CV–15). The seaplane tender cleared Ulithi 2 April; received provisions and supplies at Guam and Saipan; then steamed to Okinawa, arriving 25 April and immediately commencing combat and search operations. On 11 May her lookout sighted a group of 29 Koreans waving a white flag on the beach of Gerum Shima. An armed boat party from the tender took them into custody for transfer to the POW camp on Zamami Shima. While at Okinawa *Kenneth Whiting* operated as fleet post office and a housing center for aircraft survivors.

At 1830, 21 June, 5 hours after Major General Geiger had declared Okinawa secured, a small group of kamikazes penetrated Kerama Retto. *Kenneth Whiting* knocked down an "Oscar" but part of the plane hit her, causing minor damage and wounding five men. However, she continued operations out of Okinawa for the rest of the war. During July her planes flew armed reconnaissance along the coasts of Japan, Korea, and China locating targets for 3d Fleet raids.

Kenneth Whiting departed Okinawa 19 September and anchored at Sasebo 2 days later. The tender was then assigned to China duty, arriving Hong Kong 14 October. Her VPB squadron commenced patrol courier service, and continued this until she was relieved 28 November. She arrived San Francisco 22 December with 572 Navy officers scheduled for release. With the close of the war and the emergence of the Atomic Age, *Kenneth Whiting* cleared San Diego 6 May 1946 to operate with support forces during Atomic tests at Bikini. She returned to San Diego 30 August; transferred to San Pedro 30 October; and decommissioned there 29 May 1947.

Kenneth Whiting recommissioned at San Diego 24 October 1951, and sailed for Far Eastern duty 13 March 1952. She arrived Yokosuka, Japan, 29 March to assist U.S. naval forces in resisting Communist aggression in Korea. The seaplane tender operated out of Iwakuni until 16 October when she sailed for the United States.

Following overhaul at Bremerton, Wash., and coastal operations out of San Diego, *Kenneth Whiting* sailed 2 March 1953 for another Westpac deployment, supporting seaplane activities out of Japan in the final months of the Korean conflict.

After the war, *Kenneth Whiting* made annual deployments to the Far East in support of the 7th Fleet activities. During the summer of 1955, she operated in the Formosa-Pescadores area in the wake of repeated Communist harassment on Chinese Nationalist-held islands. On 29 March 1957 she arrived at her new home port Crescent Harbor, Wash., but sailed for another Far Eastern tour 12 August. She continued operations with the 7th Fleet until 31 January 1958 when she cleared Subic Bay, P.I., and returned Crescent Harbor, Wash., 10 March. *Kenneth Whiting* decommissioned at Puget Sound 30 September, and was struck from the Navy List 1 July 1961, and sold 21 February 1962 to Union Minerals & Alloy Corp.

Kenneth Whiting received two battle stars for World War II.

Kennison

William W. Kennison, born 28 February 1828 in Massachusetts, was appointed Acting Master's Mate 28 August 1861. Durig the Civil War he was promoted to Volunteer Lieutenant for gallant conduct in action between the CSS *Merrimac* and the USS *Cumberland* 7 March 1862. Following the war, he was honorably discharged 4 May 1866, but was reappointed Acting Master 20 August 1866. His final muster out date was 16 November 1868.

(DD–138: dp. 1,154; l. 314'5"; b. 31'9"; dr. 9'; s. 35 k.; cpl. 113; a. 4 4", 2 3-pdrs., 1 1-pdr., 12 21" tt.; cl. *Wickes*)

Kennison (DD–138) was launched 8 June 1918 by the Mare Island Navy Yard, Vallejo, Calif.; sponsored by Miss Elizabeth Riner; and commissioned 2 April 1919, Comdr. R. P. Enrich in command.

Following completion, shakedown, and acceptance trials, *Kennison* arrived San Diego, her home port, 25 March 1920. During the summer she engaged in experimental torpedo and antiaircraft exercises. The destroyer continued coastal operations and tactical exercises until 12 August 1921 when she put into San Diego with 50 percent complement. She decommissioned at San Diego 22 June 1922.

Recommissioned 18 December 1939, Lt. W. G. Michelet in command, *Kennison* joined the Neutrality Patrol out of San Diego 6 May 1940. From June to September she engaged in reserve training cruises before rejoining the Neutrality Patrol 14 October. The destroyer continued patrol operations along the West Coast until the United States entered World War II. As the war effort increased in early 1942, *Kennison* intensified her ASW operations including escort of convoys and submarines to various California ports until 22 September 1944 when she sailed for Bremerton to undergo conversion.

Redesignated AG–83, *Kennison* returned to San Diego 9 November 1944 to resume service. For the rest of the war she operated out of San Diego as a target ship for plane exercises with aerial torpedoes. These exercises, provided invaluable training to Navy pilots preparing for combat. Following the war *Kennison* sailed for the East Coast, arriving Norfolk late October. She decommissioned 21 November 1945 at Portsmouth, Va. She was sold 18 November 1946 to Luria Bros. & Co., Inc., Philadelphia, Pa., and scrapped.

Kenosha

A county in Wisconsin.

Kenosha (ScStr) was renamed *Plymouth* (*q.v.*) on 15 May 1869.

(AK–190: dp. 7,450; l. 338'7"; b. 50'; dr. 21'1"; s. 12 k.; cpl. 85; a. 1 3", 6 20mm.; cl. *Alamosa*)

Kenosha (AK–190) was launched 25 August 1944 by Walter Butler Shipbuilding Co., Superior, Wis., under a Maritime Commission contract; sponsored by Miss Marion Crowley; acquired by the Navy 1 August 1945; and commissioned 7 September 1945, Lt. S. Bernsen in command.

After shakedown out of Galveston, Tex., *Kenosha* arrived Gulfport, Miss., 19 October to load cargo for the Marianas. The cargo ship departed Gulfport 25 November, cleared the Panama Canal, and arrived Guam via Pearl Harbor 10 January 1946. Upon discharging her cargo, she loaded cargo for the Marines and sailed for the East Coast, arriving Lynnhaven Roads, Va., 7 March. On 3 April *Kenosha* arrived Baltimore and decommissioned there 16 April 1946. She was returned to a Norwegian shipping firm in 1947, and renamed *Rio Dale*. She was renamed *Torian* in 1959.

Kensington

Former names retained.

I

(Ship: t. 357; dr. 15'; a. none)

The first *Kensington* was a wooden, ship-rigged vessel purchased by the Navy at New Bedford, Mass., 28 October 1861 for service in the "Stone Fleet." She departed New Bedford 20 November and arrived Port Royal, S.C., by 17 December. She was presumably sunk in the main channel leading into Charleston Harbor 21 December.

II

(ScStr: t. 1,053; l. 195'; b. 31'10"; dr. 18'; s. 10 k.; cpl. 72; a. 2 32-pdrs., 1 30-pdr. P.r.)

The second *Kensington* was built at Philadelphia by J. W. Lynn in 1858 and was purchased by the Navy at Boston 27 January 1862. She commissioned at Boston Navy Yard 15 February, Acting Master Frederick Crocker in command.

The wooden steamer departed Boston 24 February for the Gulf of Mexico, but heavy winds, rough seas, and engine trouble required her to stop at Charleston for repairs. While at Charleston she was of great service to ships of the North Atlantic Squadron furnishing them with fresh water. The supply and water vessel resumed her voyage in April and joined the West Gulf Blockading Squadron at New Orleans 4 May. After bringing water and supplies to Flag Officer Farragut's ships blockading the Gulf Coast, *Kensington* was ordered to ascend the Mississippi towing *Horace Beals* and *Sarah Bruen*, both of Comdr. David D. Porter's Mortar Flotilla. While passing Ellis Cliffs, Miss., the three ships came under fire of Confederate batteries. Their answering salvos silenced the Southern guns enabling the Union force to continue passage to Vicksburg. After placing her charges in position to bombard the cliffside batteries which defended Vicksburg, *Kensington* remained with Porter's flotilla issuing water and supplies and from time to time assisting sailing ships to change positions.

After dropping down the river in mid-July, the water and supply ship visited blockaders stationed along the Louisiana and Texas coast. She joined *Rachel Seaman* and *Henry James* in bombarding Confederate batteries at Sabine Pass, Tex., 24 and 25 September. The action was broken off when defending troops spiked their guns and evacuated the fort. Though Sabine Pass surrendered the next day, a shortage of troops prevented the Navy from occupying the area. Nevertheless, this operation and similar attacks were a constant drain on Southern strength, and compelled the Confederacy to disperse its forces widely.

During operations along western Gulf coast in September and October, *Kensington* captured British blockade running schooners *Velocity*. *Adventure*, *Dart*, and *West Florida*. She also took Confederate schooners *Conchita*, *Dart*, and *Mary Ann;* sloop *Eliza;* and steamer *Dan*.

Kensington began her voyage to Pensacola with her prizes 13 October, delivering water en route to blockading ships stationed along the coast of Texas. Arriving Pensacola 24 October, the fighting supply ship began operating from that base, capturing Confederate schooner *Course* 11 November and British schooner *Maria* the next day.

Kensington moved to New Orleans 26 January 1863 and 5 months later set sail for New York for long needed repairs. Back in fighting trim 1 August 1864, *Kensington* functioned as a supply vessel for ships of the North Atlantic Blockading Squadron until 30 November. She sailed from Boston as a transport vessel 7 December visiting Port Royal, Key West, Mobile, Pensacola, and New Orleans. After returning to New York 11 January 1865, *Kensington* made two similar voyages to Southern ports before decommissioning 5 May 1865. She was sold at public auction at New York to Brown & Co. 12 July 1865 and redocumented 31 July.

Kensington sank after colliding with an unknown sailing vessel at sea 27 January 1871.

Kent

A former name retained.

(AP–28: dp. 5,341; l. 373'6"; b. 51'6"; dr. 22'8"; s. 12 k.; trp. 751; a. 4 3", 8 .50 cal. mg.)

Kent (AP–28) was launched as *Santa Teresa* in November 1918 by William Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa., for her owner, Grace Lines of New York. She operated as a passenger ship between California and the west coast of South America until sold in 1936 to Merchants & Miners Transportation Co., Baltimore, Md. Renamed *Kent*, she made passenger runs along the Atlantic Coast. In April 1941 she was purchased by the Army, renamed *Ernest Hinds*, and converted to a troop transport. She was transferred to the Navy 21 July under her previous name of *Kent* at New York 22 July, Comdr. E. J. Kidder in command.

Departing New York *Kent* sailed 16 August, for Panama and arrived 23 August with military passengers and cargo. Six days later she cleared Coco Solo, C.Z., for New York and arrived 5 September. At New York when the Japanese attacked Pearl Harbor, *Kent* resumed transport duty along the Atlantic coast 22 December. Before returning New York 11 February 1942, she visited Charleston, Bermuda, and New Orleans. She was decommissioned at New York 24 March; turned over to the Army; and struck from the Navy List 8 May 1943. She resumed service with the Army Transport Service as *Ernest Hinds*. Arriving San Francisco from New York in May 1942, she carried troops and supplies throughout the Pacific and sailed to bases in Alaska, Hawaii, the Solomons, the New Hebrides, New Caledonia, and Australia. Returning to San Francisco in September 1943, *Ernest Hinds* was converted to a hospital ship.

Departing San Francisco in June 1944, the hospital ship steamed to Charleston to begin service between the East Coast and Europe. *Ernest Hinds* returned to New York in September 1945; reconverted to a transport; and transferred to the WSA to transport Jamaican laborers between the West Indies and Florida. Transferred to the U.S. Public Health Service in April 1946, she then served as a floating isolation ward at Jacksonville, Fla. Subsequently, she was returned to the Maritime Commission and entered the James River Reserve Fleet. She was scrapped in 1957.

Kent County

Counties in Delaware, Maryland, Michigan, Rhode Island, and Texas.

(LST–855: dp. 1,625; l. 328'; b. 50'; dr. 11'; s. 12 k.; cpl. 266; a. 8 40mm., 12 20mm.; cl. *LST–542*)

LST–855 was laid down by the Chicago Bridge & Iron Co., Seneca, Ill., 6 September 1944; launched 27 November; sponsored by Mrs. Jean Henning Hoerner; and commissioned 21 December, Lt. (j.g.) Thomas P. Kierl in command.

After shakedown off Florida, *LST–855* loaded cargo and departed New Orleans 25 January 1945. Steaming via the Panama Canal and San Diego, she reached Pearl Harbor 28 February. Following repairs and training in Hawaii she sailed 7 April for the Western Pacific. During the remaining months of World War II, she shuttled supplies and equipment among the Marianas, Philippines, and Okinawa staging areas for a possible invasion of Japan. The enemy's acceptance of Allied peace terms precluded an invasion; and the landing ship then operated between the Philippines and Japan, transporting occupation forces until mid-November.

On 20 November *LST–855* departed Guam with over 300 U.S.-bound Pacific veterans on board, arriving San Francisco the following month.

Returning to the Far East seven months later, she arrived Taku, China, 16 July 1946 to support U.S. forces in the area. She made cargo runs among Chinese ports, and served in this capacity until 1949. After the Communist

takeover of mainland China, *LST–855* returned to the United States, arriving San Diego 29 July 1949. Operating along the West Coast, the veteran landing ship sailed to Alaska in early September for cargo operations in the North Pacific. She returned Seattle 15 November and decommissioned at Bremerton 15 February 1950.

When Communist aggression in Korea threatened the peace and stability of Asia, the United States acted to halt the advance. To aid in the movement of men and equipment, *LST–855* recommissioned 3 November, Lt. L. J. Parsons in command. After training off the West Coast, she departed Long Beach 26 March 1951 for duty in the Western Pacific. Arriving Pusan, Korea, 23 May she unloaded cargo for the war effort, then sailed for Yokohama, Japan. For the next 4 months she continued cargo operations out of Japan, before making another cargo run to Korea in mid-October. Two months later she embarked North Korean refugees at Paengyang Do and transferred them to Makpo; and in late December she transported troops and vehicles of the 27th Infantry Regiment combat team from Inchon to Koje Do. *LST–855* departed Yokosuka, Japan, 25 February 1952 for a stateside overhaul.

She was back in the Far East 2 November, and resumed cargo operations out of Japan and Korea. For the remainder of the Korean conflict, she shuttled between Korean and Japanese ports as a logistic support ship. Following the July 1953 armistice which ended the fighting, *LST–855* continued cargo runs, operated as a station ship, and transported prisoners of war for repatriation. Returning San Diego 25 September, she operated off the West Coast for the rest of 1953.

The landing ship sailed for another Far East tour 28 May 1954, arriving Yokosuka 1 month later. While operating with 7th fleet units from August to October, she participated in the "Passage to Freedom" Operation. She carried refugees, troops and supplies from Northern Indo China and transported them to the South, where they would establish a free form of government.

LST–855 continued operating in the Far East; and on 6 February 1955 she was en route to the Tachen Islands to evacuate Nationalist Chinese troops to Formosa when their positions could no longer be defended. Loading 300 troops and vehicles, she departed Tachen Islands 10 February; and, after off-loading at Keelung, Formosa, she resumed duties out of Japan.

Returning San Diego 20 April, *LST–855* performed amphibious exercises off the West Coast for the remainder of the year. She was named *Kent County* 15 July 1955. *Kent County* made her final WestPac cruise in August 1956, engaging in amphibious exercises with 7th Fleet units, then returning to the United States 14 May 1957. She performed amphibious exercises off the West Coast and Hawaii until she decommissioned 22 January 1958. *Kent County* was used as a target and destroyed 19 March 1958.

LST–855 received six battle stars for the Korean conflict.

Kent Island

An island in the Chesapeake Bay, Md., where a trading post was established in 1631 by William Claiborne.

(AG–78: dp. 5,766; l. 441'6"; b. 56'11"; dr. 23'; s. 12.5 k.; cpl. 883; a. 1 5", 12 20mm.; cl. *Belle Isle*)

Kent Island (AG–78) was launched 9 January 1945 by New England Shipbuilding Corp., South Portland, Maine, under a Maritime Commission contract; sponsored by Mrs. Nan Hatch; transferred to the Navy 19 January 1945; commissioned the same day, ferried to Todd Shipbuilding Co., Hoboken, N.J.; decommissioned 23 January 1945 for conversion to a barracks and issue ship; and recommissioned 1 August 1945, Comdr. W. C. Ball, USNR, in command.

After shakedown in Chesapeake Bay, *Kent Island* cleared Norfolk 31 August for duty with the Service Force of the Pacific Fleet. She arrived Pearl Harbor 9 October via San Diego to commence operations in Hawaiian waters. She sailed for Okinawa 17 October to receive Navy veterans for transportation to the United States, and returned San Francisco 30 November. *Kent Island* cleared San Francisco 3 January 1946, transited the Panama Canal, and arrived Hampton Roads 26 January. Following upkeep, she put into Orange, Tex., 15 March where she was placed out of commission in reserve 22 June 1946. She was redesignated AKS–26 on 18 August 1951 and struck from the Navy List 1 April 1960. *Kent Island* was sold to Southern Scrap Material Co. 2 November 1960 to be scrapped.

Kenton

A county in Kentucky.

(APA–122: dp. 6,873; l. 455'; b. 62'; dr. 24'; s. 17 k.; cpl. 536; a. 1 5", 12 40mm., 10 20mm.; cl. *Haskell;* T. VC2–S–AP5)

Kenton (APA–122) was launched 21 August 1944 by the California Shipbuilding Corp., Wilmington, Calif., under a Maritime Commission contract; sponsored by Mrs. Paul A. Everett; acquired by the Navy 31 October on a loan charter basis; and commissioned 1 November at San Pedro, Captain V. B. Tate in command.

Following shakedown along the California coast, *Kenton* departed Seattle 27 December carrying some 1,500 Army troops to Pearl Harbor, arriving 4 January 1945. After amphibious training maneuvers to prepare for operations in the western Pacific, she cleared Pearl Harbor 18 February with troops and equipment for the Philippines on board and arrived Leyte Gulf via Eniwetok and the Palaus 10 March.

After landing rehearsals, *Kenton* departed Leyte 27 March to participate in the Okinawa invasion. She reached Kerama Retto 1 April, unloaded Seabee construction equipment, and proceeded 3 April to Hagushi Beach, Okinawa, to discharge troops and cargo. During an air attack 6 April, *Kenton*'s guns claimed two of the seven enemy planes that were shot down. She completed unloading 9 April, embarked 95 battle casualties, and sailed 10 April for Guam, arriving the 14th. She sailed 16 April on a cargo run to the Philippines, then proceeded to Ulithi, Western Carolines, 29 April to embark casualties for passage to the United States. Returning to Guam 24 May, she embarked additional casualties and proceeded the next day en route to San Francisco, where she arrived 12 June.

Kenton departed San Francisco 6 July with troop replacements for the Philippines. She reached Tacloban, Leyte, 29 July; cleared Leyte Gulf 1 August; and returned to Seattle 19 August. Embarking occupation troops for Japan she sailed 29 August, via the Philippines to Yokohama, arriving 24 September. As a unit of the "Magic-Carpet" fleet, she took on board 1,527 homebound troops; departed 29 September; and arrived San Francisco 10 October.

After two additional "Magic-Carpet" cruises to the western Pacific between 28 October and 26 January 1946, *Kenton* departed Portland, Oreg., 28 January for the East Coast. Sailing via San Francisco and the Panama Canal, she arrived Newport News 16 February, decommissioned at Portsmouth, Va., 28 March and transferred to the Maritime Commission the next day. Her name was struck from the Navy List 12 April. *Kenton* was placed in the National Defense Reserve Fleet and in 1967 was berthed in James River, Va.

Kenton received one battle star for World War II service.

Kentuckian

A former name retained.

(SP–1544: dp. 6,582; l. 414'6"; b. 53'8")

Kentuckian was built in 1910 by Maryland Steel Co., Sparrows Point, Md.; acquired by the Navy 16 December 1918; and commissioned 28 January 1919, Lt. Comdr. Carrol E. Higgins, NAR, in command.

Kentuckian was assigned to transport duty as thousands of American World War I veterans were awaiting return to the United States. She cleared New York on her first cruise 2 March 1919, picked up nearly 2,000 troops at St. Nazaire, France, and returned New York 1 April. The transport made a total of five cruises from New York to France, unloading general cargo at France and returning with troops. *Kentuckian* arrived Norfolk 31 August from her final cruise, decommissioned 15 September 1919, and returned to her owners the same day.

During World War II, *Kentuckian* operated with a naval armed guard on convoy runs between the East Coast and the Mediterranean. She won a battle star for her service in convoy HX–233 during April 1943. She was subsequently scuttled as a blockship at the Normandy beachhead.

Kentucky

Kentucky was admitted to the Union 1 June 1792 as the 15th state.

The Mississippi Flotilla captured Confederate transport *Kentucky* (*q.v.*) at Memphis 6 June 1862. The *Navy Register* for 1863 listed her as assigned to the Mississippi Squadron but no other record of her service in the Union Navy has been found.

(BB–6; dp. 11,520; l. 375′4″; 72′2½″; s. 16.9 k.; cpl. 554; a. 4 13″, 4 8″, 14 5″, 20 6-pdrs., 8 1-pdrs., 4 .30 mg., 4 18″ tt.; cl. *Kearsarge*)

Kentucky (BB–6) was launched 24 March 1898 by Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; sponsored by Miss Christine Bradley, daughter of Governor William Bradley of Kentucky; and commissioned 15 May 1900, Captain Colby M. Chester in command.

After fitting out in New York Navy Yard during the summer, *Kentucky* sailed 25 October 1900 for the Far East via Gibraltar and the Suez Canal. She joined the other American ships on the Asiatic Station at Manila 3 February 1901 and 6 days later sailed for Hong Kong, where she became flagship of the Southern Squadron under Rear Admiral Louis Kempff 23 March. Throughout the following year the battleship led her squadron as it watched over American interest in the Far East, visiting principal ports of China and Japan including Chefoo, Taku, Nanking, Woosung, Hong Kong, Amoy, Nagasaki, Kobe, and Yokohama.

Rear Admiral Frank F. Wildes also selected *Kentucky* as his flagship upon relieving Admiral Kempff 1 March 1902, but he transferred his flag to *Rainbow* 7 April. Rear Admiral Robely D. Evans, Commander in Chief, Asiatic Fleet, chose *Kentucky* as his flagship at Yokohama 4 November; and he continued to direct American naval operations in the Far East from her until she sailed from Manila for home 13 March 1904. After retracing her steps through the Suez Canal and the Strait of Gibraltar, she arrived New York 23 May.

Upon completing overhaul in New York Navy Yard 26 October, *Kentucky* devoted the following year for tactics and maneuvers off the Atlantic coast with the North Atlantic Fleet. The battleship joined the welcome of the British Squadron at Annapolis and New York in the fall of 1905 and then cruised along the eastern seaboard until 23 September 1906. On that day off Provincetown, she embarked marines from *Maine*, *Missouri* and *Kearsarge* and landed them at Havana 1 October to protect American lives and property during the Cuban Insurrection. She stood by to support forces ashore until 9 October before resuming battle practice and tactics in the North Atlantic.

Kentucky visited Norfolk 15 April 1907 to attend the Jamestown Exposition; and, after more exercises off the New England coast, she returned to Hampton Roads to join the "Great White Fleet" of 16 battleships for a world cruise that brought great prestige and honor to the Navy and the Nation. Rear Admiral Evans, *Kentucky*'s former Flag Officer, commanded the fleet as it circumnavigated the globe receiving warm and enthusiastic welcomes at each port of call. As the famous voyage got underway from Hampton Roads 16 December, *Kentucky* passed in review before President Roosevelt as a unit in the 2d Squadron. After calling at Trinidad and Rio de Janeiro, the warships passed in open order through the Straits of

USS *Kentuckian*, a transport of World War I

Magellan to visit Punta Arenas and Valparaiso, Chile. A stop at Callao Bay, Peru, was followed by a month of target practice out of Magdalena Bay, Mexico. The fleet reached San Diego 14 April 1908 and moved on to San Francisco 7 May. Exactly 2 months later the spotless warships sortied through the Golden Gate and sailed for Honolulu. From Hawaii they set course for Aukland, New Zealand, arriving 9 August. The fleet made Sydney 20 August and, after a week of warm and cordial hospitality, sailed for Melbourne.

Kentucky departed Albany, Australia, 10 September for ports in the Philippine Islands, Japan, China, and Ceylon before transiting the Suez Canal. She departed Port Said 8 January 1909 to visit Tripoli and Algiers with the 4th Division before reforming with the fleet at Gibraltar. Underway for home 6 February, she again passed in review before President Roosevelt upon entering Hampton Roads 22 February, ending a widely-acclaimed voyage of good will in which she and her sister ships subtly but effectively demonstrated American strength to the world.

After local operations and repairs at Philadelphia Navy Yard, *Kentucky* decommissioned at Norfolk 28 August 1909. She recommissioned in the 2d Reserve 4 June 1912 but, save for a run to New York, did not operate at sea before being placed in ordinary in Philadelphia Navy Yard 31 May 1913.

The veteran battleship recommissioned at Philadelphia 23 June 1915 and sailed 3 July to train New York militia in a cruise from Long Island to ports in New England and Chesapeake Bay. She debarked the militia at New York and sailed to Portland to embark Maine militia for a training cruise. Returning to Philadelphia 31 August, she sailed 11 September for the coast of Mexico to watch over American interests during the unrest caused by the Mexican Revolution. She reached Vera Cruz 28 September 1915; and, but for a visit to New Orleans for Mardi Gras in March 1916, she remained on patrol off the Mexican coast until 2 June 1916.

The battleship called at Guantanamo Bay and Santa Domingo en route home to Philadelphia, where she arrived 18 June. Following maneuvers and tactics ranging north to Newport during the summer, *Kentucky* arrived New York 2 October and remained in the North River until the end of the year. She entered New York Naval Shipyard for repairs 1 January 1917 and was still there when the United States entered World War I. She ar-

USS *Kentucky* (BB–6) was one of the ships Admiral Husband E. Kimmel served in between graduation from the Naval Academy and receipt of his commission as an Ensign in 1906.

rived Yorktown, Va., 2 May for duty as a training ship and trained recruits on cruises in Chesapeake Bay and along the Atlantic coast as far north as Long Island Sound. When the Armistice was signed 11 November 1918, she was training her 15th group of recruits, having already trained several thousand men for service in ships of the war-expanded Navy.

Kentucky entered Boston Navy Yard 20 December for overhaul. She sailed 18 March 1919 for refresher training out of Guantanamo Bay and then participated in fleet maneuvers and exercises ranging north from Norfolk to the New England coast. She arrived Annapolis 29 May to embark midshipmen and got underway 9 June for a summer practice cruise that took her to Cuba, the Virgin Islands, Panama, New York, Boston, and Provincetown. She returned Annapolis 27 August to debark her midshipmen and entered Philadelphia Navy Yard 30 August. She remained there until decommissioning 29 May 1920. *Kentucky* was sold to Dravo Construction Co., Pittsburgh, Pa., for scrapping 23 January 1924 in compliance with U.S. commitments under the Washington Treaty which limited naval armaments.

The keel of *Kentucky* (BB–66), an *Iowa*-class battleship, was laid at Norfolk Navy Yard, Portsmouth, Va., 6 December 1944.

Construction was suspended 17 February 1947 when the battleship was 72.1 percent complete. Her name was struck from the Navy List 9 June 1958; and her uncompleted hulk was sold for scrapping to Boston Metals Co., Baltimore, Md., 31 October.

Kenwood

The first *Kenwood* retained her former name; the second was named for the first.

I

(StwStr: t. 232; dr. 5′6″; s. 7 k., a. 2 32-pdrs., 4 24-pdrs. how.)

The first *Kenwood*, a stern wheel steamer was launched 3 April 1863, by H. A. Jones at Cincinnati, Ohio; purchased for the Navy by Rear Admiral D. D. Porter and commissioned at Cairo, Ill., 24 May 1863, Acting Master John Swaney in command.

Kenwood joined the Mississippi squadron, 1 June 1863, and operated on the Arkansas River in the vicinity of Fort Pillow. Following brief river convoy duty, *Kenwood* participated in the joint Army-Navy expedition which captured Yazoo City, 13 July 1863. *Kenwood* was sent to the Port Hudson Division, 19 August 1863 and served as a convoy and patrol gunboat at Baton Rouge, La., until 10 February 1865, when she was ordered to the 4th River District at Natchez. After helping to neutralize Rebel forces west of the Mississippi, *Kenwood* was sent 28 May 1865 to New Orleans as a transport for officers. Following this duty, she steamed to Mound City, Ill., and decommissioned 7 August 1865.

Kenwood was sold at Mound City to W. J. Priest 17 August 1865. After merchant service, as *Cumberland*, she exploded and sank at Shawneetown, Ill., 14 August 1869 with the loss of 18 lives.

II

(IX–179: dp. 6,368; l. 416′8″; b. 56′; s. 10 k.; cpl. 70; a. 1 4″, 2 3″, 8 20mm.)

The second *Kenwood* (IX–179) was built in 1916 as *Texas* by Fore River Shipbuilding Corp., Quincy, Mass. She was operated by the Texas Oil Co., until she was taken over by the Maritime Commission at the beginning of World War II. After a year's charter to the Soviet Union, she returned to the Maritime Commission in July 1944. Renamed *Johren*, she subsequently sailed to Brisbane, Australia, where she was taken over by the Navy on bare boat charter 16 November. She commissioned at Brisbane 6 December as *Kenwood*, Lt. Comdr. R. L. West in command.

Assigned to the Service Force, 7th Fleet, she departed Brisbane 13 December for New Guinea, and arrived Hollandia 21 December. After loading a cargo of fuel, she sailed 30 December for the Philippines and arrived Leyte Gulf 7 January 1945. Departing in convoy 16 January, *Kenwood* proceeded to Lingayen Gulf where she arrived 21 January, to begin duty as a mobile floating fuel storage ship. Loaded with gasoline and oil, she operated in Lingayen Gulf until 9 March, then proceeded to Subic Bay, Luzon, to continue station tanker operations. Returning to Lingayen Gulf 6 May, she served as a diesel and bunker oil tanker at San Fernando Roads, Luzon, from 15 May to 5 July when she again sailed to Subic Bay. Alternating between Lingayen Gulf and Subic Bay, she continued fueling operations until 2 November when she steamed into Manila Bay. Proceeding to Subic Bay 17 December, she decommissioned 10 January 1946 and was transferred to the Maritime Commission for disposal.

Kenwood was sold for scrap 3 March 1948 to Asia Development Corp.

Kenyon, Henry R., see *Henry R. Kenyon* (DE–683)

Keokuk

A town in Iowa named for a leader of the Sauk Indians born in Illinois about 1780. His name has been translated as "one who moves about alert" and as "Running Fox." His career was distinguished by opposition to Sauk participation in the Black Hawk War and by skillful diplomacy in negotiations with agents of the Federal Government and leaders of other tribes. He died in 1848 in Kansas.

I

(IrcStr: t. 677; l. 159′6″; b. 36′; dr. 8′6″; s. 9 k.; cpl. 92; a. 2 11″ D.sb.)

Laid down as *Moodna*, the first *Keokuk* was launched at New York by Charles W. Whitney 6 December 1862; sponsored by Mrs. C. W. Whitney, wife of the builder; and commissioned March 1863; Comdr. Alexander C. Rhind in command.

The experimental ironclad steamer embodied some unusual concepts: her two stationary, cylindrical gun towers, each pierced with three gun ports, which often caused her to be mistaken for a double-turreted monitor; and her armor of horizontal iron bars alternating with strips of wood.

The new ironclad departed New York 11 March and steamed south to join the South Atlantic Blockading Squadron for the attack on Charleston and arrived Newport News 2 days later. She got underway again on the 17th but returned to Hampton Roads for repairs when her port propeller fouled a buoy. She stood out of Hampton Roads again 22 March and arrived Port Royal, S.C., the 26th.

As the day of attack on Charleston approached, *Keokuck* and *Bibb* were busy laying buoys to guide Rear Admiral Du Pont's ironclad flotilla into the strongly fortified Confederate harbor. The Union ships crossed the Stono Bar 6 April but were prevented from attacking that day by hazy weather which obscured targets and blinded pilots.

The advance began at noon on the 7th, but difficulties in clearing torpedoes from the path of Du Pont's ironclads slowed their progress. Shortly after three, they came within range of Forts Moultrie and Sumter; and the battle began. Southern obstruction and a strong flood tide made the ironclad virtually unmanageable, while accurate fire from the forts played upon them at will. With the Union formation scrambled, *Keokuk* was compelled to run ahead of crippled *Nahant* to avoid fouling her in

the narrow channel. This brought her less than 600 yards from Fort Sumter, where she remained for half an hour receiving the "undivided attention" of the Confederate guns.

The game ironclad was riddled by 90 hits, one-fifth of which pierced her at or below the waterline. She was withdrawn from the action and anchored overnight beyond range of the forts while her crew struggled to keep her afloat. Next day, 8 April, when a breeze came up, *Keokuk* took on more water; filled rapidly; and sank off Morris Island.

II

(CMC–6: dp. 6,150; l. 353'; b. 57'; dr. 17'; s. 12 k.; cpl. 278; a. 2 3", 4 .50 cal. mg., 2 .30 cal. mg.; cl. *Keokuk*)

The second *Keokuk* (CMC–6), formerly *Columbia Heights*, was launched 1914 by William Cramp & Sons, Philadelphia, Pa.; she was acquired by the Navy 28 July 1941 on a Maritime Commission bare boat charter; reclassified AN–5 on 15 August 1941; and commissioned 28 February 1942, Lt. Comdr. L. Brennan, USNR, in command.

Keokuk cleared Delaware Bay 7 March 1942 and arrived Norfolk the same day to commence service as a net layer. She operated out of Norfolk and Key West for 2 months before she was reclassified CM–8 on 18 May 1942. Based at Yorktown, Va., mine depot that summer, *Keokuk* engaged in high priority mine laying along the Atlantic coast.

As the war in Europe intensified, the mine layer made preparations for service in the Mediterranean. Departing Brooklyn, N.Y., 13 November, *Keokuk* crossed the submarine-infested Atlantic and arrived Casablanca 1 December. She remained in North African waters for 7 weeks, laying mines off the harbor of Casablanca. She sailed 20 January 1943 with convoy GUS–3, arriving New York 7 February. Following repairs at Hoboken, N.J., *Keokuk* sailed 1 March to commence net-laying exercises out of Melville, R.I.

During April and May, the mine layer operated with the mine warfare school at Yorktown, Va.; then sailed to Brooklyn to joint a convoy bound for Algeria. *Keokuk* departed Brooklyn 13 June, arriving Oran, Algeria, 4 July. Two days later she steamed toward Gela, Sicily, to lay antisubmarine minefields prior to the landings there. During these operations, on 11 July, *Keokuk* was attacked by six enemy planes; but antiaircraft fire drove the raiders off. After the successful conclusion of the Sicilian campaign, she operated out of Algeria until sailing for Norfolk 7 October.

Upon completion of a short overhaul, *Keokuk* converted to a net layer and, reclassified AKN–4, departed Norfolk 23 November to meet another enemy in the Pacific. She arrived Tarawa 3 February 1944 after a month's stay at Pearl Harbor, and immediately commenced net laying operations in the Marshall Islands. She continued this service until 12 April when she cleared Eniwetok to load new net at San Francisco. *Keokuk* returned Kwajalein 9 June, and departed 2 days later to engage in the amphibious assault on Saipan. She arrived in Saipan waters 19 June and bagan laying antisubmarine net off Tanapag Harbor.

Following the Saipan compaign the net-cargo ship operated out of Eniwetok until 17 July when she once again sailed for San Francisco. Upon her return to Guadalcanal 1 September, *Keokuk* readied herself for the assault on Peleliu—needed as a base for the subsequent and invasion in the Philippines. She arrived off Kossol Passage 17 September and continued net laying operations for 1 month before arriving Manus 17 October. The next day *Keokuk* sailed for San Francisco to undergo repair and overhaul.

The net-cargo ship returned Eniwetok 6 February 1945 as the raging war was approaching its climax. *Kcokuk* departed Guam 16 February, bound for the Japanese-held volcano fortress, Iwo Jima. She commenced net laying operations 4 days later, as she played her key role in this courageous undertaking. On 21 February just prior to sunset while cruising in formation with a group of LST's, an enemy "Jill" dived out of the clouds and hit *Kcokuk* on the starboard side, knocking out most of the starboard 20mm. battery. The fires were extinguished by 1850; the ship had 17 killed and 44 wounded in the action.

Upon completion of repairs at Leyte, the net-cargo ship sailed 19 March toward the last great hurdle—Okinawa. *Keokuk* arrived off Kerama Retto 26 March to lay antisubmarine nets prior to the invasion. With the invasion well under way, she cleared the battle area 4 April, arriving Saipan 10 April. Then after a 2-month overhaul at Pearl Harbor, *Keokuk* returned Eniwetok 2 July to unload net material. As the war entered its final month, she sailed from Ulithi 25 July, and, after a stop at Pearl Harbor, arrived San Francisco 10 September. The veteran ship remained there until she decommissioned 5 December 1945. She was transferred to the WSA 1 July 1946 and sold to the West India Fruit & S.S. Co. 7 March 1947.

Keokuk received five battle stars for World War II service.

III

(YTB–771: dp. 270; l. 109'; b. 31'; dr. 14; cpl. 12)

The third *Keokuk* (YTB–771) was launched 21 May 1964 by the Mobile Ship Repair Inc., Mobile, Ala.; and placed in service 4 September 1964, Chief Boatswain's Mate Jerry R. Richter in command. She serves in the Norfolk area as a tug.

Keosanqua

I

(AT–38: dp. 969; l. 156'8"; b. 30'2"; dr. 14'7"; s. 13 k.; cpl. 61; a. 2 3"; cl. *Allegheny*)

The first *Keosanqua* (AT–38) was launched 26 February 1920 by Staten Island Shipbuilding Co., Port Richmond, N.Y.; and commissioned 9 December at New York Navy Yard, Lt. (j.g.) G. F. Coulson in command.

Departing New York 2 February 1921, *Keosanqua* sailed for Hawaii via Charleston, the Panama Canal, and San Diego. Arriving Pearl Harbor 16 April, the tug was based at the Navy Yard there, towing ships and targets until she decommissioned 8 June 1922.

Keosanqua recommissioned at Pearl Harbor 1 July 1934, Lt. (j.g.) H. O. Parish in command. During the remainder of 1934 she operated with Submarine Squadron 4, towing targets and retrieving torpedoes; she provided similar services for Submarines Squadron 9 the following year. Duty with submarines continued until January 1938 when she commenced towing operations with the Pacific Fleet, participating in joint Army-Navy maneuvers off Oahu during May 1939. She was assigned to the Navy Yard, Pearl Harbor, 29 January 1940 for harbor tug duty.

On 7 December 1941 *Keosanqua* was taking over a tow from *Antares* (AG–10) southwest of the entrance to Pearl Harbor when the infamous Japanese raid began. Attacked by enemy planes which bombed and strafed the ship, she promptly opened fire with her machine guns. During the attack she coolly completed the transfer of the tow and proceeded to Honolulu unharmed. After the raid, she operated as a salvage tug, swept for mines, and searched for enemy submarines. She departed 21 December 1943 for towing duty in the central Pacific.

Assigned to Service Squadron 4, she arrived Funafuti, Ellice Islands, 4 January 1944 for harbor duty. Proceeding in convoy en route to the Marshalls 28 February, she reached Kwajalein 8 March and joined Service Squadron 10 on 17 March; then departed 1 April for Eniwetok with a barge of aviation gasoline in tow. She arrived 4 April and commenced operations as harbor tug, station ship, and harbor pilot-training ship.

Redesignated ATO–38 on 15 May, she operated out of Eniwetok until 25 November 1945, and then proceeded via Kwajalein, Johnston Island, and Pearl Harbor for the West Coast, arriving San Francisco 24 December for tow-

ing duty along the California coast. *Keosanqua* sailed for Seattle 25 February 1946; and, arriving Blake Island 1 March, she decommissioned 6 May. Her name was struck from the Navy List 7 February 1947.

Transferred to the Maritime Commission 11 July for disposal, she was sold the same day to Puget Sound Tug & Barge Co., Seattle, Wash. Resold to a Canadian shipping firm in 1948, she was renamed *Edward J. Coyle.* In 1960 she was renamed *Commodore Straits.*

II

(ATA–198: dp. 534; l. 143′; b. 34′; s. 13 k.; cpl. 48; a. 1 3″, 2 20mm.; cl. *Maricopa*)

Originally designated as *ATR–125,* she was redesignated *ATA–198* on 15 May 1944; launched 17 January 1945 by Levingston Shipbuilding Co., Orange, Tex.; and commissioned 19 March, Lt. J. L. Bean in command.

Departing Galveston 18 April, *ATA–198* steamed via the Panama Canal and San Francisco for duty in the Pacific. She reached Pearl Harbor 1 June, then continued 7 June via Eniwetok and Ulithi towing *Pegasus* (IX–222) to the Philippines. Arriving Leyte Gulf 18 July, she departed the 21st and reached Pearl Harbor via Kwajalein 7 August. From 9 August to 31 October she made two towing runs to San Francisco, and then resumed harbor and barge towing duty out of Pearl Harbor. For more than 3 years she made periodic towing runs to Wake Island; to various islands in the Hawaiian chain, including Maui and Midway; and to the West Coast.

Renamed *Keosanqua* 16 July 1948, she departed Pearl Harbor 7 December for Long Beach, where she arrived 22 December. Proceeding to San Diego 3 January 1949, she commenced target towing duty with the Fleet Sonar School and provided harbor and coastal towing services between San Diego and Long Beach. On 19 June 1951, while the United States fought to protect South Korea from Communist aggression, she departed San Diego for a 10-month deployment in the western Pacific.

Operating primarily out of Sasebo, Japan, *Keosanqua* provided tug service along the coast of Korea from Makpo to Inchon. Departing Sasebo 25 March, she steamed via Pearl Harbor to San Diego, arriving 19 April.

On two subsequent deployments (26 January–30 September 1953 and 7 February–2 October 1955) *Keosanqua* served with the mighty 7th Fleet in the Far East, providing harbor tug and target towing services out of Sasebo and Yokosuka. After returning from the western Pacific in 1955, she continued operations out of San Diego until 25 May 1956 when she decommissioned and entered the Pacific Reserve Fleet. Her name was struck from the Navy List 1 May 1961. She was transferred to the Republic of Korea and commissioned ROKS *Yong Mun* (ATA–2) on 1 February 1962.

Keosanqua received three battle stars for Korean War service.

Keosauqua

A town in Iowa located in Van Buren County.

Keosauqua, a screw sloop-of-war, was listed in the 1864 Naval Register as "building." The hull was projected but never completed. She was never commissioned and saw no service. Her name was struck from the Navy List in 1866.

Kephart

William Perry Kephart, born Meyersdale, Pa., 9 September 1915, enlisted in the Naval Reserve 15 August 1937 and was appointed Aviation Cadet 3 months later. After flight training at Pensacola, Fla., he was commissioned Ensign 1 December 1938. He served with air groups in *Saratoga* (CV–3) and *Wasp* (CV–7), and in May 1940 returned to Pensacola as a flight instructor. Six months later he rejoined Scouting Squadron 71 on

USS *Keosanqua* (AT–38) at Pearl Harbor circa 1930

board *Wasp*. Promoted to Lieutenant (j.g.) 15 June 1942 and Lieutenant (temporary) 1 October, Lt. Kephart was killed in action 14 October while engaging the enemy over Guadalcanal.

(DE–207: dp. 1,400; l. 306'; b. 36'10"; dr. 9'5"; s. 24 k.; cpl. 186; a. 3 3", 4 1.1", 8 20mm., 3 21" tt., 8 dcp., 1 dcp. (h.h.), 2 dct.; cl. *Buckley*)

Kephart (DE–207) was launched 6 September 1943 by Charleston Navy Yard, Charleston, S.C.; sponsored by Mrs. A. P. Kephart, mother; and commissioned 7 January 1944, Lt. Comdr. I. H. Cammarn in command.

After shakedown off Bermuda, *Kephart* departed New York 23 March for convoy escort duty in the Atlantic. During the next 3 months she made three runs from New York to Gibraltar and Bizerte, Tunisia. Returning New York 30 June for conversion to a high speed transport, she was reclassified APD–61 on 5 July.

Kephart departed New York 30 September and joined the 7th Fleet at Hollandia, New Guinea, 10 November. As a unit of TransDiv 103, she departed in convoy 17 November and arrived Leyte Gulf, Philippines, 24 November. After a run to the Palaus, she embarked troops of the 77th Infantry at Leyte and steamed 6 December with Task Group 78.3 for amphibious assault at Ormoc Bay. During landing operations 7 December *Kephart*'s guns splashed two Japanese planes in a fierce raid. Returning to Leyte 8 December, she embarked soldiers of the 19th Infantry; sailed 12 December for Mindoro; and landed assult troops at San Jose 15 December, again under heavy enemy air attack. Returning to Leyte 17 December, she continued 20 December to Hollandia to prepare for antisubmarine and amphibious operations.

Carrying men of the 158 RCT, *Kephart* departed Noemfoor, Schouten Islands, 4 January 1945 to rejoin the fight to liberate the Philippines. Steaming to Luzon, she arrived San Fabien, Lingayen Gulf, 11 January and landed reinforcements, despite constant harassment from enemy planes emerging from the heavy air attack unscathed. Returning Leyte 15 January for 3 months of antisubmarine patrol, *Kephart* took part in scattered landing operations in the Philippines: at Grande Island, Subic Bay (30 January); Puerto Princesa, Palawan (28 February); Zamboanga, Mindanao (10 March); Cebu City, Cebu (26 March); and Cotabato, Mindanao (17 April).

Kephart departed Leyte Gulf 4 May for escort and assault operations in the Dutch East Indies, arriving Morotai 7 May. After escorting a convoy to Mindanao (18–20 May), she returned to Morotai 21 May and embarked troops of the Australian Army for an amphibious assault at Brunei Bay, North Borneo. Sailing 4 June, she landed troops 10 June amid dwindling enemy resistance; then she patrolled the South China Sea hunting submarines before returning Morotai 19 June. She sailed 26 June carrying Australian soldiers to the eastern coast of Borneo 1 July for the final major amphibious operation of the war—the landing operations at Balikpapan, Borneo.

Continuing escort and antisubmarine duty, *Kephart* departed Morotai 16 July and reached Leyte Gulf 2 days later. On 4 August she began amphibious training at Albay and Lagonoy Gulfs, Luzon, in preparation for a possible invasion of Japan. After the fighting ended 15 August, she sailed from Leyte Gulf 29 August to Okinawa to embark occupation troops for Korea. She reached Jinsen, Korea, 8 September; and then shuttled between the Philippines and Korea. She steamed from Jinsen 29 October via Sasebo, Japan, and Okinawa to Tsingtao, China, arriving 14 November to support the Chinese Nationalists' effort to repel Communist aggression on the Chinese mainland.

Returning Okinawa 22 November, *Kephart* embarked 147 homebound veterans and departed 26 November for the United States. Steaming via Pearl Harbor, she reached San Diego 16 December. Two days after unloading her passengers she sailed for the East Coast and arrived New York on New Year's Day 1946. Following overhaul, she departed 8 February for Green Cove Springs, Fla., arriving the 11th. *Kephart* decommissioned 21 June and entered the Atlantic Reserve Fleet at Orange, Tex. She was struck from the Navy List 1 May 1967 and transferred under the Military Assistance Program to the Republic of Korea 16 May 1967.

Kephart received five battle stars for World War II service.

Keppler

John Reinhardt Keppler, born in Ralston, Wash., 22 January 1918, enlisted in the Navy 19 February 1936. After an honorable discharge, he reenlisted 25 April 1940 and was assigned to San Francisco. During the war Boatswain's Mate First Class John R. Keppler participated in action at Pearl Harbor, Bougainville, Salamana, Guadalcanal, and Savo Island. He lost his life in the Savo Island campaign and was awarded the Medal of Honor posthumously. The citation reads: "For extraordinary heroism and distinguished courage above and beyond the call of duty while serving aboard the *San Francisco* (CA–38) during action against enemy Japanese forces in the Solomon Islands, November 12–13, 1942. When a hostile torpedo plane, during a daylight air raid, crashed on the after machine gun platform, Keppler promptly assisted in removal of the dead and by his capable supervision of the wounded, undoubtedly helped save the lives of several shipmates who otherwise might have perished. . . . Later, although mortally wounded, he labored valiantly in the midst of bursting shells, persistently directing firefighting operations and administering to injured personnel until he finally collapsed from loss of blood. His great personal valor, maintained with disregard of personal safety, was in keeping with the highest traditions of the United States Naval Service. He gallantly gave up his life for his country."

Keppler (DE–311) was cancelled during construction 13 March 1944.

Keppler (DE–375) was cancelled during construction 6 January 1944.

I

(DD–765: dp. 2,425; l. 390'2"; b. 40'11"; dr. 18'6"; s. 35 k.; cpl. 336; a. 6 5", 12 40mm., 10 20mm., 6 dcp., 2 dct., 5 21" tt.; cl. *Gearing*)

Keppler (DD–765) was launched 24 June 1946 by Bethlehem Steel Co. Shipbuilding Div., San Francisco, sponsored by Mrs. Elizabeth L. Keppler, widow of John R. Keppler, and commissioned 23 May 1947, Comdr. P. M. Cauiglio in command.

After shakedown along the West Coast, *Keppler* cleared San Diego 9 October 1947 for training exercises in Hawaiian waters. The destroyer then sailed to Australia and China before returning San Diego 20 May 1948. Early in 1949 *Keppler* entered San Francisco Navy Yard for conversion to antisubmarine destroyer. Resuming operations on the West Coast 9 June, she departed San Diego 5 October for duty in the Atlantic.

Arriving Norfolk 15 days later, she immediately commenced intensive ASW exercises along the Atlantic Coast. *Keppler* sailed to Newport, R.I., her new homeport, for additional hunter-killer operations, arriving 27 November. She was reclassified DDE–765 on 4 March 1950 and cleared Newport 5 July for the Mediterranean. Arriving Greece 27 July, the antisubmarine destroyer was ordered to the Far East to help repel Communist aggression in Korea.

After transiting the Suez Canal and crossing the Indian Ocean, *Keppler* joined the 7th Fleet in mid-August. For the next 2 months she patrolled the Formosa Strait before joining *Philippine Sea* (CV–47) on 17 November. For the next 3 months she screened her task group during continued carrier air strikes against Communist positions on the Korean mainland. *Keppler* then steamed for Yoko-

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suka, Japan, arriving 7 February 1951. Three days later she cleared port for the United States, reaching Newport 14 March. She was overhauled and for the rest of the year engaged in refresher training and ASW operations.

Keppler cleared Newport once again 9 January 1952 to participate in antisubmarine exercises with the powerful 6th Fleet. This cruise culminated in NATO Exercise "Grandslam," in which ships of several freedom-loving nations operated together in practice maneuvers to prevent aggression. The antisubmarine destroyer returned to Newport 26 March and resumed operations along the Atlantic Coast.

From 1952 to 1957 *Keppler* continued her vital ASW exercises out of Newport and the Caribbean in addition to NATO operations and Mediterranean cruises with the 6th Fleet. During these years such exercises steadly perfected her ability to protect the nation from the threat of a growing Soviet submarine force.

On 4 January 1957 she sailed toward South American waters for a training and good will cruise. Before returning Newport 18 March, she visited ports in Colombia, Ecuador, Peru, Chile, and Panama. After completing additional costal exercises, *Keppler* was deployed to the Mediterranean 12 August. During September she transited the Suez Canal to strengthen forces in the Red Sea, as Communists had gained control of the Syrian Army and threatened the pro-western government in Jorden. This display of American determination assuaged the crisis enabling *Keppler* to return to Newport 21 December.

From 1958 to 1961 the antisubmarine destroyer engaged in concentrated ASW operations along the Atlantic coast and Caribbean NATO exercises, a midshipmen cruise in 1959, and a 6th Fleet deployment in the summer of 1960. *Keppler* entered New York Naval Shipyard 1 March 1961 for a FRAM II overhaul designed to increase her service and effectiveness. Following the overhaul she returned Newport 25 October and resumed antisubmarine duty 8 March 1962. *Keppler* sailed 4 June for a summer midshipmen cruise to Europe, returning to Newport 30 August. She was reclassified DD–765 during that period.

Two months later a grave international crisis loomed, as the Russians planted offensive missiles in Cuba only 90 miles from the United States. President Kennedy accepted this challenge and ordered a naval quarantine of Cuba. *Keppler* cleared Newport 22 October to take her station in the blockade. While patrolling her Caribbean sector, she sighted a surfaced Russian submarine 2 November and observed her for the next 7 days. On 9 November the submarine joined a Russian trawler, and *Keppler* continued her surveillance until the Russian ships turned back toward the Azores. Effective American seapower helped persuade the Soviet government to withdraw the missiles easing the crisis. The destroyer returned Newport 21 November.

During 1963 and 1964 *Keppler* continued hunter-killer exercises along the East Coast and Caribbean. She sailed 8 September 1964 for Mediterranean deployment and engaged in NATO exercises en route. The destroyer returned home 18 December.

Following overhaul in Boston Naval Shipyard, *Keppler* operated out of Newport until sailing for the Far East 4 October 1966. Steaming via the Panama Canal she arrived Pearl Harbor 24 October and pushed on toward Japan a week later. She departed Yokosuka 14 November for plane guard duty in the Gulf of Tonkin. Early in December she was assigned naval gunfire support missions to assist allied troops fighting in South Vietnam, and she also served in Operation "Sea Dragon" helping to interrupt infiltration of men and weapons into South Vietnam from the North. On the night of 11 and 12 December she rescued a downed pilot. Early in 1967 she returned to "Yankee Station" for plane guard duty and on 28 January assisted in the rescue of another pilot. In January and February her guns damaged or destroyed 51 Communist junks. *Keppler*'s crew derived great "satisfaction from the fact that many of these targets suffered secondary explosions thus proving it was not 'fish' they were carrying." During this period *Keppler* frequently engaged enemy batteries ashore, and 11 March a Communist gun scored a hit on one of the destroyer's gun mounts. Nevertheless she remained in the fight until returning to Subic Bay on the 23d. Three days later she headed homeward via the Indian Ocean, the Suez Canal, and the Mediterranean. Upon arriving Newport 8 May she resumed operations along the East Coast to prepare for future action.

Keppler received two battle stars for Korean service.

Keresan

A family of Pueblo Indians living in the Rio Grande Valley in central New Mexico.

(Str: dp. 8,700; l. 380′6″; b. 50′1″; dr. 11′; s. 11 k.; cpl. 62; a. 1 6″, 1 3″)

Keresan, a cargo ship, was launched as *Electra* in 1912 by Pickersgill & Sons Ltd., Newcastle, England, and, subsequently, renamed *Erodiade*. She was taken over by the Navy from M. U. Martinolich Co. and commissioned 18 September 1918, Lt. Comdr. R. Douglas in command.

Assigned to NOTS, *Keresan* sailed from New York 1 October with a cargo of ammunition for U.S. forces in Europe. Following the Armistice of November 1918, *Keresan* returned to New York 13 December to prepare for a cruise to South America. She steamed to Buenos Aires in January 1919 with general cargo, and returned New York 5 June. *Keresan* decommissioned 26 June 1919 and was returned to her owner.

Keresaspa

A former name retained.

(Str: t. 3,019; l. 360′; b. 48′; dr. 13′5″; s. 9 k.; cpl. 86; a. 1 5″)

Keresaspa, formerly *Franconia*, was launched 1903 by Northumberland Shipbuilding Co., Ltd., Newcastle, England. The cargo ship was acquired by the Navy from the Franconia S.S. Co., Ltd. and commissioned 31 October 1918, Lt. Comdr. James J. Boyce in command.

Assigned to NOTS, *Keresaspa* departed New York with a cargo of 400 horses and mules for transport to France. She discharged her cargo at La Pallice, France, and returned to Baltimore 20 January 1919. Following repairs *Keresaspa* decommissioned 11 February 1919 and was returned to her owners.

Kerkenna

A group of seven islands (often spelled Kerkennah) in the Gulf of Gabes belonging to Tunisia.

(Str: dp. 3,621; l. 380′7″; b. 45′7″; dr. 22′2″; s. 8 k.; cpl. 65; a. 2 3″)

Kerkenna, a cargo ship, was built in 1900 as *Borneo* by William Hamilton & Co., Port Glasgow, Scotland; taken over by the Army 22 November 1917 from her owner, Kerr Navigation Corp., New York; and acquired and commissioned by the Navy 28 September 1918 at Brest, France, Lt. Comdr. A. F. Dahlstedt, USNRF, in command.

Attached to NOTS, *Kerkenna* carried coal and Army supplies between British and French ports. She departed Inverness, Scotland, 24 February 1919 with a cargo of mines and mine supplies for return to the United States. Reaching New York 19 March, she proceeded 2 days later to Norfolk, arriving 24 March. She then decommissioned 16 April, and was transferred to the USSB for immediate return to her owner.

Kerlew

A former name retained.

(Str: dp. 3,563; l. 336'; b. 41'9"; dr. 25'; s. 10 k.; cpl. 77; a. 1 4")

Kerlew, a cargo ship, was built in 1906 by Craig, Taylor & Co., Ltd., Stockton, England; acquired on bare-charter basis by the Army 17 October 1917 from her owner, Kerr Navigation Corp., New York; and taken over and commissioned by the Navy 13 November 1918 at Cardiff, Wales, Lt. S. V. Kalhauge, USNRF, in command.

Assigned to the Army coal trade at Cardiff, *Kerlew* transported coal from British to French ports. She continued this channel duty until 29 January 1919 when she arrived Invergordon, Scotland, to load a cargo of mines for return to the United States. Departing 19 February she arrived Norfolk, Va., 9 March. Transferred to USSB, she was placed in line for demobilization. *Kerlew* decommissioned 12 April and was returned to her owner the same day.

Kermanshah

A former name retained.

(Str. dp. 4,948; l. 390'; b. 52'6"; dr. 26'7"; s. 9.5 k.; cpl. 84; a. 1 4", 1 6-pdr.)

Kermanshah, a cargo ship, was built in 1910 by Northumberland Shipbuilding Co., Newcastle, England; taken over by the Navy from her owner, Kerr Navigation Corp., New York, 1 August 1918; and commissioned at New York 3 August, Lt. Comdr. S. W. Hickey, USNRF, in command.

Kermanshah departed New York 17 August in convoy for Bordeaux, France, with a cargo of general Army supplies. Arriving 3 September she returned to New York 24 September. Departing once again for Bordeaux 12 October, she made two more trips between New York and French ports. Subsequently, she arrived New York 13 February 1919 from Nantes, France, with a cargo of munitions. *Kermanshah* decommissioned 5 March and was turned over to the USSB for return to her owner the same day.

Kermit Roosevelt

Kermit Roosevelt, born 10 October 1889 at Oyster Bay, Long Island, N.Y., was the second son of President Theodore Roosevelt. Following graduation from Harvard University in 1912, he accompanied his father to Brazil on an explorating expedition seeking the source of the River of Doubt and remained in South America for 4 years. In 1917 he was commissioned in the British Army to serve under General Maude in the Mesopotamia campaign. Transferring to the American Army in France in 1918, he served as a captain in the 7th Field Artillery until the end of the war.

He then devoted his energy and talents to the merchant marine. During the next 20 years, he served as a member of the Board of Directors of the American Ship & Commerce Corp.; the founder and president of the Roosevelt Steamship Co., and the vice president of Kerr Steamship Co., the American Mercantile Marine, and the United States Lines.

At the outbreak of World War II in Europe in September 1939, he was recommissioned in the Middlesex Regiment of the British Army with the rank of major. In 1941, after serving in Norway and Egypt, he was "invalided out" of the British Army. In July 1942 he was commissioned Major in the U.S. Army and served in Alaska until his death 4 June 1943.

(ARG–16: dp. 5,159; l. 441'6"; b. 56'11"; dr. 23'; s. 12.5 k.; cpl. 401; a. 1 5", 3 3", 4 40mm., 12 20mm., cl. *Luzon;* T. EC2–S–C1)

Originally laid down as *Deal Island* (ARG–16), she was renamed *Kermit Roosevelt* 29 September 1944; launched 5 October by Bethlehem-Fairfield Shipyard Inc., Baltimore, Md., under a Maritime Commission contract; sponsored by Mrs. Kermit Roosevelt; acquired by the Navy 21 October; and commissioned 31 May 1945, Comdr. C. W. Scribner in command.

After shakedown along the Virginia coast, *Kermit Roosevelt* departed Norfolk 21 July for duty in the Pacific. Steaming via Pearl Harbor and Okinawa, she arrived Tsingtao, China, 16 October and began service as a station repair ship. A unit of SerRon 10, she supported U.S. Naval forces aiding the Chinese Nationalists on the Chinese mainland. She departed Tsingtao 11 March 1946 and arrived Hong Kong 16 March for 5 months of similar duty. There after serving briefly at Guam and Saipan, she returned to Bremerton, Wash., 3 February 1947.

Clearing San Pedro Bay 21 April, *Kermit Roosevelt* returned to Tsingtao 4 September and provided ship repair services there until 28 February 1949. Then she continued operations in the Philippines and the Pacific until departing Kwajelein, Marshalls, for the West Coast 8 June. Steaming via Pearl Harbor, she reached San Diego 24 July. On 23 January 1950 she sailed for the Central Pacific; and, before returning to San Diego 12 June, she provided repair facilities at Kwajelein and Majuro, Marshalls; Truk, Carolines; and Nauru, Gilberts.

Between 10 July 1950 and 23 October 1953 *Kermit Roosevelt* made four deployments to the Far East. Operating out of Sasebo, Japan, she repaired ships fighting Communist aggression in Korea and keeping the peace in the Strait of Formosa. From 10 October to 27 November 1950 she supported Task Group 95.6 at Wonsan, Korea, and during 13 to 23 December she performed similar duty at Hungnam for ships of Task Group 79.2. And while operating out of Pusan from 7 August to 16 September 1953, she helped salvage SS *Cornhusker Marine.*

Kermit Roosevelt returned to Long Beach 23 October 1953 and operated along the West Coast until she again sailed for the Far East 6 October 1954. Between then and 30 April 1956 she made two more deployments to the Western Pacific, where she provided important repair services for the 7th Fleet by maintaining U.S. sea power, helped contain Communist aggression from Korea to Vietnam. After returning to the United States in 1956, *Kermit Roosevelt* operated out of Long Beach until she departed 1 October 1959 for Bremerton, Wash., arriving 7 October. She decommissioned 31 October and entered the Pacific Reserve Fleet. Her name was struck from the Naval Register 1 January 1960, and she transferred to the Maritime Administration 23 June. On 25 August 1960 she was sold to Zidell Explorations Inc. for scrap.

Kermit Roosevelt received three battle stars for Korean War Service.

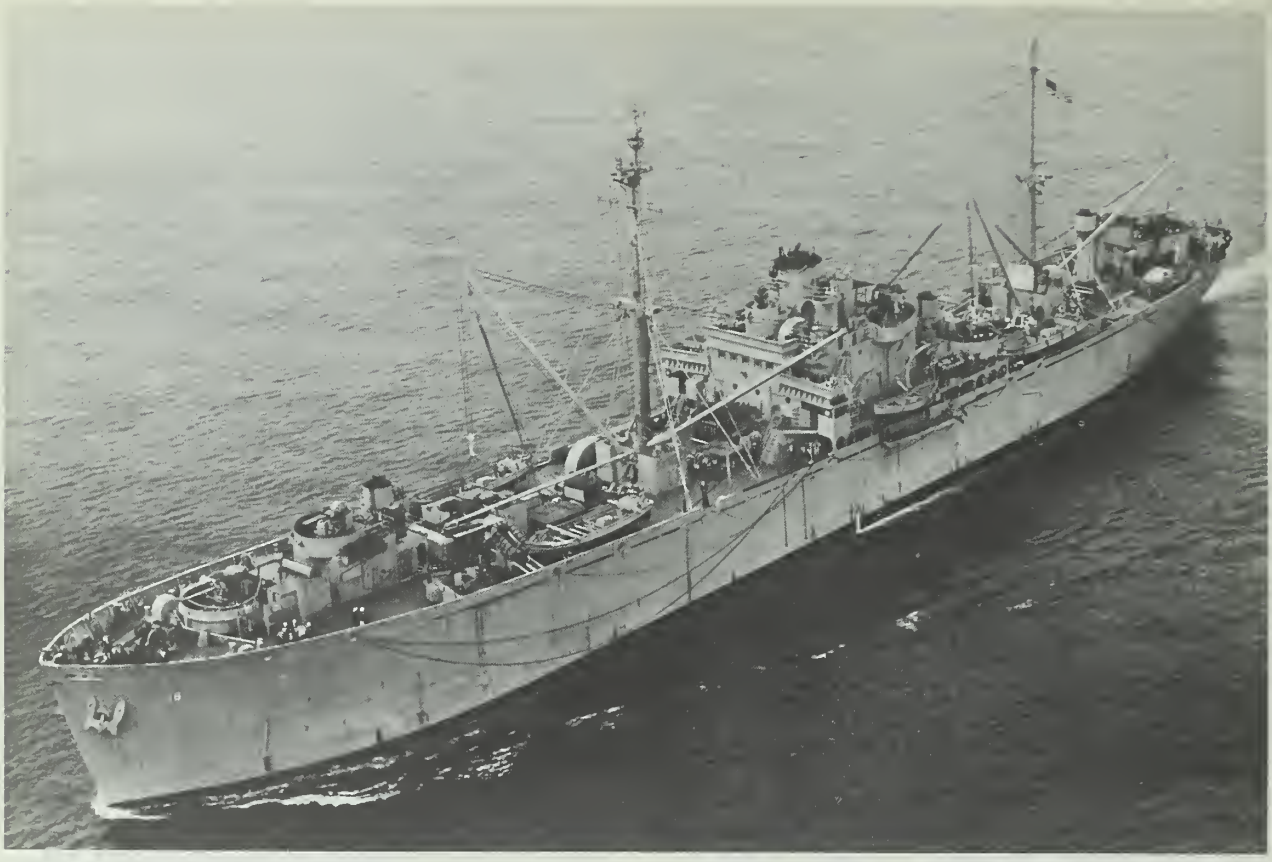
Kermoor

A former name retained.

(Str: dp. 3,106; l. 378'; b. 52'4"; dr. 22'6"; s. 9 k.; cpl. 67; a. 1 3")

Kermoor, a cargo ship, was built in 1907 by J. L. Thompson & Sons, Ltd., Sunderland, England; taken over by the Army 14 March 1918 from her owner, Kerr Navigation Corp., New York; and acquired and commissioned by the Navy 1 November at Cardiff, Wales, Lt. Comdr. T. Cartwright, USNRF, in command.

Operated by the Navy under Army account, *Kermoor* served out of Cardiff, carrying coal and military supplies between British and French ports. Detached from channel service 1 March 1919, she sailed for Queenstown, Ireland, 6 March for the United States with a cargo of military stores. Reaching Baltimore, Md., 27 March, she continued to New York 21 April. She arrived 23 April and discharged her cargo. *Kermoor* decommissioned 5 May and was returned to her owner by the USSB the same day.



USS *Kermit Roosevelt* (ARG–16) in December 1959

Kern

A river in south-central California.

(AOG–2: dp. 1,850 (lt.); l. 310'9"; b. 48'6"; dr. 15'8"; s. 14 k.; cpl. 133; a. 4 3", 12 20mm., 2 dcp.; cl. *Patapsco*)

Kern (AOG–2) was laid as *Rappahannock* by Seattle-Tacoma Ship Building Co., Tacoma, Wash., 25 May 1942; renamed *Kern* 18 July 1942; launched 7 September 1942; sponsored by Mrs. L. A. Oldin; and commissioned at Seattle, Wash., 9 March 1943, Lt. Comdr. Lewis Williams in command.

Departing Seattle 24 March, *Kern* arrived San Pedro, Calif., 28 March for shakedown. On 12 April she joined a convoy out of Los Angeles and reached Pearl Harbor the 22d. Loaded with aviation gas and diesel oil, she steamed to Midway between 8 and 12 June. She returned to Pearl Harbor 18 June, and from 27 June to 11 July she made a similar run to Canton and Palmyra Islands.

During the next year *Kern* continued tanker operations out of Pearl Harbor, supplying American bases on Midway, Canton, and Palmyra I lands with gasoline and oil. Departing Pearl Harbor 19 August 1944, she sailed to Eniwetok, Marshalls, where she arrived 31 August and served as station tanker during September. She departed Eniwetok 5 October and carried gasoline to the Marianas and Ulithi before reaching Kossol Roads, Palaus, 28 October.

From November to July 1945 *Kern* served as a station tanker at Kossol Roads and as a shuttle tanker to Peleliu and Angaur. In addition, she made replenishment runs between the Palaus and Ulithi during March, May, and June. Departing Kossol 21 July, she steamed via Ulithi to Guam where she arrived 6 August for overhaul.

Following the end of hostilities in the Pacific, *Kern* returned to Ulithi 31 August. She steamed to Okinawa from 17 to 21 September and served as station tanker until sailing for Japan 13 October. She reached Hiro Wan, Honshu, 15 September and began refueling ships in support of occupation operations in Japan. She operated along the coast of Japan until 31 January 1946 when she departed Sasebo, Kyushu, for Korea. She arrived Jinsen 2 February, served there as a station tanker, then sailed for Japan 15 April. The veteran tanker arrived Kobe, Honshu, 18 April and resumed refueling duties along the coast of Japan. She decommissioned at Yokosuka, Honshu, 6 August 1946 and was transferred to the Army the same day.

Reacquired by the Navy 1 July 1950, *Kern* was assigned to MSTS. Manned by a civilian crew, she operated in the Western Pacific. During the effort to repel Communist aggression in Korea, she supplied fighting ships of the mighty 7th Fleet with gasoline and oil. After the end of the Korean conflict, she continued to operate in the Pacific as the might of U.S. seapower sought to keep the peace in the tense Far East. She was inactivated at San Francisco in September 1956 and was berthed in the National Defense Reserve Fleet at Suisun Bay, Calif., from 28 September to 30 April 1957. During the late spring and throughout the summer of 1957 she returned to tanker duty for Naval replenishment operations in the Arctic Ocean north of Alaska. She was again inactivated at San Francisco 1 October. She entered the National Defense Reserve Fleet at Suisun Bay and remained under MSTS control until 10 April 1958 when she was transferred to the Maritime Administration. At present she remains berthed at Suisan Bay, Calif.

Kerowlee

A former name retained.

(Str: dp. 3,350; l. 350'; b. 46'8"; dr. 23'; s. 10 k.; cpl. 84; a. 1 4")

Kerowlee, a cargo ship, was built by J. Readhead & Sons, South Shields, England, in 1901; taken over by the Army 1 December 1917 at Havre, France, from her owner, Kerr Navigation Corp., New York; acquired by the Navy and commissioned 17 October 1918 at Cardiff, Wales, Lt. Comdr. W. L. Strong, USNRF, in command.

Departing 3 November for Brest, France, *Kerowlee* operated between channel ports in England and France, carrying coal and military supplies. She was assigned to the Food Administration 11 April 1919 to carry foodstuffs between St. Nazaire, France, and Danzig, Germany. Transferred to USSB account 1 June, she departed St. Nazaire 8 July with a load of Army cargo for the United States. Arriving Norfolk 25 July, she decommissioned 11 August and the same day was returned to her owner by the USSB.

Kerrville

A city of Kerr county, 55 miles northwest of San Antonio, Tex.

(PC–597: dp. 295; l. 174′; b. 23′; dr. 8′; s. 20 k.; cpl. 65; a. 1 3″, 1 40mm., 5 20mm., 2 rkt., 2 dcp., 2 dct.; cl. *PC–451*)

PC–597 was laid down by the Commercial Iron Works, Portland, Oreg., 9 May 1942; launched 7 September; sponsored by Miss Doris Lee Riley; and commissioned 15 February 1943, Lt. L. L. Thurber in command.

After shakedown off the West Coast, *PC–597* departed San Francisco 5 April and arrived Pearl Harbor 2 weeks later. For the next 8 months she remained in the Hawaiian Islands on ASW patrol and convoy escort duty. The sub chaser sailed 28 December to perform similar operations in the South Pacific.

Through the early months of 1944, she operated out of New Caledonia and the New Hebrides before assignment in the Solomons during April. From April to December she continued screening and escort duty while the Solomon Islands were being used as staging bases for assault on the Marianas and the Philippines.

For the remainder of World War II, *PC–597* played a major role in the South Pacific escorting supply-laden transports to reinforce U.S. forces on the "road to Japan." A rotation policy shifted her base of operations among New Caledonia, New Hebrides, Fiji Islands, and Samoa. After the war, the veteran sub chaser searched out-of-the way islands for overlooked survivors of ship wrecks and plane crashes. The search was concluded 30 October 1945.

Proceeding to Suva, Fiji Islands, 4 November *PC–597* was assigned to air-sea rescue work. She continued similar operations off other South Pacific Islands during the early months of 1946 before departing Kwajalein 1 May en route to the United States. Upon arrival at San Diego one month later, she remained off the West Coast until she sailed for the Atlantic late in the summer. Arriving Key West, Fla., 9 October, *PC–597* was towed to Green Cove Springs and decommissioned there 30 April 1947.

While berthed with the Atlantic Reserve Fleet, *PC–597* was named *Kerrville* 15 February 1956. She was struck from the Navy List 5 September 1957 and sold to Boston Metals Co., Baltimore, Md.

Kerry Patch, see *Celtic* (IX–137)

Kershaw

A county in South Carolina.

(APA–176; dp. 6,873; l. 455′; b. 62′; dr. 24′; s. 17 k.; cpl. 536; a. 1 5″ 12 40mm., 10 20mm.; cl. *Haskell;* T. VC2–S–AP5)

Kershaw (APA–176) was launched 12 November 1944, by the Oregon Shipbuilding Corp., Portland, Oreg.; sponsored by Miss Helen Molloy; and commissioned 2 December 1944, Comdr. A. G. Davenport in command.

After shakedown, *Kershaw* cleared San Francisco 7 February 1945, with nurses and naval personnel, arriving Guam 23 February. Moving to Saipan 27 February, the transport prepared for the invasion of the Ryutyus, the last enemy stronghold before Japan itself. During March she loaded equipment and troops of the 2d Marine Division; then, following amphibious exercises off Tinian, she sailed for the assault area 27 March.

The invasion got underway as the troops hit the beach at Okinawa 1 April. After troops from *Kershaw* landed on the southeastern shore of the island, the transport stood by for the next 10 days. She returned Saipan 14 April, remaining there until sailing for the Solomons 5 June. Following brief stops at Tulagi, Espiritu Santo, and Eniwetok, she arrived Guam 14 July.

Following a short overhaul period at San Francisco, the transport loaded cargo and troops to replace veterans in the occupation area. She cleared San Francisco 17 August and steamed into Tackoban, Leyte, 10 September. From there she ferried occupation troops to Honshu, Japan, before returning to San Pedro 19 October. On the third of four additional "Magic-Carpet" cruises to the Far East, *Kershaw* delivered equipment to Bikini for the atomic tests before sailing on to Samar to embark another 2,000 veterans for return to San Francisco 25 May. On her final cruise she took on units of the 2d Marines at Sasebo before transiting the Panama Canal and arriving Norfolk 8 August.

Kershaw remained at Portsmouth, Va., until she decommissioned 20 December 1946, and entered the Atlantic Reserve Fleet at Norfolk. Struck from the Navy List 1 October 1958, she joined the National Defense Reserve Fleet 19 December 1958 and at present is berthed in James River, Va.

Kershaw received one battle star for World War II service.

Kerstin

An asteroid (No. 842) of 13.7 magnitude discovered in 1916 by Max Wolf in Heidelburg.

(AF–34: dp. 3,139; l. 338′6″; b. 50′; dr. 21′1″; s. 12 k; cpl. 83; a. 1 3″, 6 20mm.; cl. *Adria;* T. R1–M–AV3)

Kerstin (AF–34) was launched 16 July 1944 by Pennsylvania Shipyards, Inc., Beaumont, Tex., under a Maritime Commission contract; sponsored by Mrs. W. B. Towns; acquired by the Navy 22 January 1945; and commissioned 23 February 1945 at Houston, Tex., Lt. H. C. Prichard in command.

Departing Galveston, Tex., 14 March, *Kerstin* loaded cargo at Mobile, Ala., and arrived Pearl Harbor 14 April. Assigned to Service Squadron 8, she took on board 1,680 tons of refrigerated and dry provisions and sailed 20 April, reaching Eniwetok 2 May. For more than 6 months she made supply runs, transporting frozen food to ships and bases at Iwo Jima, Saipan, Tinian, Guam, Ulithi, Manus, Noumea, and Auckland, New Zealand. While steaming from Saipan to Iwo Jima 13 July, she directed the prompt rescue of nine men from a disabled B–29 bomber, which splashed about 2 miles off her port quarter while returning to Tinian after a raid over Tokyo. Before departing Saipan 29 November for her return to the United States, *Kerstin* had travelled more than 26,000 miles and delivered over 5,500 tons of refrigerated cargo.

Arriving San Pedro 20 December, *Kerstin* again deployed to the Pacific 1 January 1946 to transport provisions to Wake, Tarawa, Samoa, and the Marshalls before returning to San Francisco 24 May. Departing 29 June for cargo operations in the Far East, *Kerstin* made 11 voyages to the Pacific between June 1946 and December 1949. Steaming to bases scattered throughout the Pacific, her deployments included four runs to the Far East, three to the Marianas and the Marshalls, and four to Pearl Harbor.

Departing Manila Bay 25 November 1949, *Kerstin* steamed via Guam en route to San Francisco, where she arrived 22 December. After overhaul at Mare Island

Navy Yard, she decommissioned 12 May 1950 and transferred to the Maritime Commission. Her name was struck from the Naval Register 16 June. At present she is in the Maritime Administration Reserve Fleet, berthed at Suisun Bay, Calif.

Kerwood

A former name retained.

(AK: dp. 2,321 t.; l. 331'; b. 48'4"; dr. 21'4"; s. 10 k.; cpl. 52; a. 2 3")

Kerwood (No. 1489), formerly *Budapest*, was launched in 1911 by Richardson, Duck & Co., Stockton-on-Tees, England; acquired by the Navy; and commissioned 5 November 1918, Lt. Comdr. E. Ellis in command.

Kerwood was assigned to NOTS and commenced coaling runs from Cardiff, Wales, to French ports. The cargo ship continued these operations until 28 December when she arrived Bordeaux with 1,000 tons of Army stores. From Bordeaux she sailed to Cardiff before sailing for the United States 29 January 1919. *Kerwood* arrived Norfolk 27 February; decommissioned 19 March 1919; and returned to the USSB for simultaneous return to her owner.

Keshena

An Indian word meaning "swift flying."

(YN–37: dp. 132; l. 111'; b. 22'6"; dr. 9'3"; a. 2 3")

Keshena (YN–37), formerly *Raymond Card*, was launched 1910 by J. H. Dialogue & Son, Camden, N.J.; she was acquired by the Navy 20 September 1940 from the Card Towing Line, New York; and placed in service 19 October 1940. *Keshena* cleared Hampton Roads, Va., 30 October and arrived Guantanamo 9 November for service as a net tender.

She remained in the 10th Naval District operating out of Guantanamo throughout the war. She was reclassified YNT–5 on 8 April 1942, and subsequently YTM–731 on 4 August 1945. *Keshena* was struck from the Navy List 28 August 1946 and transferred to the Maritime Commission for disposal on 12 February 1947.

Kestrel

I

A small European falcon.

(AMC–5: dp. 219; l. 98'10"; b. 21'8"; dr. 6'7"; s. 11 k.; cpl. 19; a. 2 .30 mg.)

The first *Kestrel* (AMC–5), formerly *Chanco*, was built 1938 by Salisbury Yacht Co., Salisbury, Md.; acquired by the Navy 1 October 1940 from the Chanco Corp., Gloucester, Va.; and placed in service 21 January 1941. She was assigned to the 5th Naval District and operated on inshore patrol duty out of Norfolk until 11 January 1944. Sailing to Boston, *Kestrel* performed similar duties in the 1st Naval District. She was reclassified IX–175 on 10 July 1944 and operated for the remainder of her service as an experimental vessel for Radiation Laboratory, M.I.T., Cambridge, Mass. *Kestrel* was placed out of service 29 October 1945 and delivered to the WSA for disposal on 5 August 1946.

II

(LCI(L)–874: dp. 209; l. 159'; b. 24'; dr. 6'; s. 14 k.; cpl. 239; a. 5 20mm.; cl. (*LCI(L)–351*)

LCI(L)–874 was laid down by New Jersey Shipbuilding Corp., Barber, N.J., 7 September 1944; launched 6 October; and commissioned 13 October, Lt. (j.g.) J. O. Harrison in command.

Following shakedown and training off the Atlantic coast, *LCI(L)–874* departed Key West 25 November for the Pacific. She engaged in additional training after arriving San Diego 13 December. Departing 29 January 1945, she touched Pearl Harbor, Eniwetok, and Guam before arriving Peleliu 12 April. She performed picket and patrol duty in the Palau Islands during the remaining months of World War II.

From September 1945 to February 1946, *LCI(L)–874* operated between the Palau and Mariana Islands, providing mail and shuttle service among the Islands. Departing Eniwetok 4 February she arrived San Pedro, Calif., 1 month later. Sailing to Oregon in May *LCI(L)–874* decommissioned there 10 July 1946 and joined the Pacific Reserve Fleet.

She was reclassified and named *Kestrel* (AMCU–26) 7 March 1952; then recommissioned 8 February 1954, Lt. Gurley P. Chatelain in command. After shakdown and training, she arrived San Diego 27 March for operations in the 11th Naval District. From 1954 to 1957, *Kestrel* operated out of San Diego on underwater mine location exercises. She was reclassified MHC–26 in February 1955. *Kestrel* decommissioned at San Diego 2 December 1957. She was sold to Murphy Marine Service on 28 June, 1960.

Kestrel II

A former name retained.

(SP–529: t. 93; l. 108'; b. 18'; dr. 8'6"; s. 12 k.; cpl. 9; a. 1 3-pdr.)

Kestrel II, a motor boat, was built by Percy Tuttle of Greenport, Long Island, N.Y., in 1912 and owned by D. Herbert Hostetter of New York City. Acquired under free lease, she was taken over by the Navy 2 June 1917 and commissioned at Newport, R.I., 4 June, Chief Boatswain's Mate C. E. Black, USNRF, in command.

Assigned to the 2d Naval District at Newport, *Kestrel II* operated out of New London, Conn., on section and shore patrol in Long Island Sound. She decommissioned 6 January 1919 and was returned to her former owner the same day.

Ketchikan, see *YP–84*

Kete

A species of North Pacific salmon also called "chum" or "dog salmon" (*Oncorhynchus keta*).

(SS–369: dp. 1,526 (surf.), 2,424 (subm.); l. 311'9"; b. 27'3"; dr. 15'3"; s. 20 k. (surf.), 9 k. (subm.); cpl. 66; a. 1 5", 1 40mm., 1 20mm., 10 21" tt.; cl. *Balao*)

Kete (SS–369) was launched 9 April 1944 by Manitowoc Shipbuilding Co., Manitowoc, Wis.; sponsored by Mrs. E. S. Hutchinson; and commissioned 31 July, Comdr. R. L. Rutter in command.

Departing Manitowoc 20 August, *Kete* sailed via New Orleans to Panama. Arriving 5 September, she trained with SubRon 3 until 28 September; then the new submarine sailed to Pearl Harbor, arriving 15 October, and steamed westward on the 31st for her first war patrol.

She topped off her fuel at Midway 4 November and reached her assigned patrol area in the East China Sea on 15 November in company with *Sea Lion* (SS–315). Harassed by heavy weather and nonfunctioning bow planes, she sailed 19 November for Saipan, where she arrived the 24th. She departed Saipan with *Kraken* (SS–370) on 24 December and resumed her war patrol north of Okinawa 4 days later. Despite prolonged periods of heavy weather, she made lifeguard patrols off the central Ryukyus from 1 January to 27 January 1945 searching for American fliers downed during air strikes on the Ryukyus. After gathering vital weather data, she sailed to Guam and arrived 30 January for refit.

Lt. Comdr Edward Ackerman in command. *Kete* cleared Guam 1 March for her second war patrol. Assigned to waters surrounding the Nansei Shoto Chain, she resumed lifeguard duty and gathered weather data for

the forthcoming invasion of Okinawa. While patrolling west of Tokara Retto on the night of 9 and 10 March, she surprised an enemy convoy and torpedoed three marus totaling 6,881 tons. During the night of 14 March, she attacked a cable-laying ship. With only three torpedoes remaining, she was ordered to depart the area 20 March, refuel at Midway, and proceed to Pear Harbor for refit. *Kete* acknowledged these orders 19 March; and, while steaming eastward the following day, she sent in a weather report from a position south of Colnett Strait. Scheduled to arrive Midway by 31 March, she was neither seen nor heard from again. Repeated attempts to contact her by radio failed; and on 16 April she was reported as presumed lost.

Circumstances surrounding her loss remain a mystery. The cause could have been an operational malfunction, a mine explosion, or enemy action.

Kete received one battle star for World War II service.

Kettering, Robin, see *Alhena* (AK–26)

Kevin Moran, see *Yaqui* (AT–80)

Kewaunee

A city in eastern Wisconsin, 25 miles east of Green Bay.

I

(PC–1178: dp. 315; l. 174′; b. 23′; dr. 8′; s. 20 k.; cpl. 59; a. 1 3″, 1 40mm., 5 20mm., 2 rkt., 2 dcp., 2 dct.; cl. *PC–461*)

PC–1178 was laid down by Leathem D. Smith Shipbuilding Co., Sturgeon Bay, Wis., 11 August 1943; launched 2 October; sponsored by Miss Elsie Krause; and commissioned at New Orleans 6 January 1944, Lt. (j.g.) Norman E. Jones in command.

After shakedown off Florida, *PC–1178* escorted convoys along the East Coast until May 1944. Departing New York on the 26th, she screened a convoy to Guantanamo, then proceeded to the West Coast, arriving San Diego 16 June. Following a brief stay in Pearl Harbor, the subchaser continued her voyage to the Pacific war zone. Arriving Florida Island 24 August, *PC–1178* prepared for her initial assignment in a combat area.

Departing Guadalcanal 8 September, she took up patrol station on the approaches to the Palau Islands, needed as a staging base for the Philippine invasion. The conquest of the Palaus began with landings on Peleliu 15 September. *PC–1178* continued patrol and escort duty in the vicinity of the Palaus until departing for Eniwetok 15 November. For the next 3 months, she operated on patrol and escort duty between the Marshall and Mariana Islands, then sailed for Pearl Harbor 8 March 1945.

Following a brief overhaul at Pearl Harbor, she returned to Eniwetok 1 June and resumed operations in the western Pacific, remaining there for the duration of World War II. Reclassified *PCC–1178* in August, she continued servicing the occupation forces in Okinawa and the Philippines following the cessation of hostilities. With many months of foreign duty behind her, she departed Manicani, P.I., 19 April 1946, and arrived Astoria, Oreg., 6 June. *PCC–1178* decommissioned at Astoria 4 September 1946 and joined the Pacific Reserve Fleet.

While berthed in the Columbia River, she was once again reclassified *PC–1178* in October 1955, and named *Kewaunee* 15 February 1956. She remained in the Pacific Reserve Fleet until struck from the Navy List 1 November 1959. She was sold to the Port of Portland, Portland, Oreg., 30 June 1960.

PC–1178 received one battle star for World War II service.

II

Shamokin (YTM–752) (*q.v.*) was renamed *Kewaunee* 15 March 1966.

Kewaydin

An Indian chief of what is now Michigan whose name meant "North Wind."

Kewaydin, a screw steamer, was laid down at Boston Navy Yard in 1864, but her hull was never completed. Renamed *Pennsylvania* 15 May 1869, she was broken up in 1884.

The double-turret monitor *Kickapoo* (*q.v.*) carried the name *Cyclops* from 15 June 1869 to 10 August when she was renamed *Kewaydin*. She saw no service as *Kewaydin*.

I

(AT–24: dp. 795; l. 156′8″; b. 30′2″; dr. 14′7″; s. 13 k.; cpl. 35; a. none; cl. *Bagaduce*)

Kewaydin (AT–24) was launched 25 June 1919 by Ferguson Steel & Iron Co., Buffalo, N.Y.; accepted by the Navy 31 October; and commissioned 4 November, Lt. M. A. McDuffie in command.

Assigned to the 5th Naval District, *Kewaydin* arrived Norfolk, Va., 19 June 1920. For more than 22 years she operated out of Norfolk from Boston, Mass., to Charleston, S.C., towing ships and targets and performing yard, harbor, and salvage duty. She departed New York 16 November 1942 with a Iceland-bound convoy and was damaged while steaming through heavy seas 19–27 November. After repairs at St. John's, Newfoundland, she arrived Hvalfjordur, Iceland, 22 December. Assigned to the Naval Operating Base, she towed gasoline barges, provided harbor tug services, and assisted in salvage operations. On 13 April 1943 she assisted in freeing *Uranus* (AF–14), grounded off Akureyri, along the northern coast of Iceland.

Kewaydin departed Reykjavik 19 April for Argentia, Newfoundland, where she arrived 28 April for duty as harbor tug and target-towing ship for Task Force 22. She served at Argentia until she sailed 2 June for Norfolk, arriving on the 7th. Resuming duty out of Norfolk, *Kewaydin* towed antisubmarine and surface targets in Chesapeake Bay and steamed from Maine to South Carolina on towing and salvage duty. While steaming off Cape Henry 17 and 18 November, she helped to free grounded *Melville* (AD–2); and, during towing operations along the New England coast 11 to 13 December, she searched for SS *Suffolk*, disabled in heavy seas.

Departing Charleston, S.C., 25 January 1944, *Kewaydin* steamed in convoy via Bermuda and the Azores for England. She reached Falmouth, England, 13 March, and for more than 2 months she made towing runs along the southern coast of England from Falmouth to the Thames River. Reclassified as ATO–24 on 13 April, *Kewaydin* joined in the Normandy Invasion. Departing Selsey, England, 8 June, she towed lightship *AL–28* to Utah Beach at St. Laurent, France. Between 8 June and 14 January 1945 she made 22 Channel crossings. Although harassed by unfavorable weather and German V–1 robot-bombs, she towed barges and landing craft from Lee-on-Solent, Falmouth, Plymouth, Portland, and other English ports to St. Laurent, Arromanches, Cherbourg, and Calais, France. While anchored at Dungeness, England, 29 June, she was slightly damaged by a V–1 robot-bomb that exploded close aboard after being shot down by British fighters.

Kewaydin continued operating along the English coast until she departed Plymouth 16 March 1945 for the United States. Steaming via Belfast, Ireland, she reached Cape Cod., Mass., 12 April and arrived Norfolk 22 April. After a complete overhaul, she sailed 16 June with *YR–31* in tow. Steaming via Bermuda, Cuba, and the Panama Canal, she reached San Diego 31 July as the Navy's final blows against Japan brought the war in the Pacific to a close. *Kewaydin* decommissioned at San Diego 10 December and was transferred to the Maritime Commission. She was

sold to Bay Cities Transportation Co., San Francisco 23 December.

Kewaydin received one battle star for World War II service.

Keweenaw

A bay of Lake Superior along the northern shore of the upper peninsula of Michigan.

(CVE–44: dp. 9,800; l. 495'8"; b. 69'6"; ew. 111'6"; dr. 26'; s. 18 k.; cpl. 890; a. 2 5"; 16 40mm., 27 20mm., 28 ac.; cl. *Bogue;* T. C3–S–A1)

Keweenaw (CVE–44) was laid down as ACV–44 under Maritime Commission contract by Seattle-Tacoma Shipbuilding Corp., Tacoma, Wash., 27 November 1942; launched 6 May 1943; sponsored by Mrs. R. G. Risley; assigned to the United Kingdom 10 June 1943; reclassified CVE–44 on 15 July 1943; and transferred to the United Kingdom under lend-lease 22 October 1943. During the remainder of World War II, she served the Royal Navy as HMS *Patroller* and operated in the Atlantic on convoy escort and patrol duty. Arriving Norfolk, Va., 9 December 1946, she was returned to the U.S. Navy the same day. Her name was struck from the Navy List 7 February 1947, and she was sold to Waterman Steamship Corp. 26 August 1947.

Key

Eugene Morland Key, born Conroe, Tex., 5 October 1916 enlisted as a Private in the U.S. Marine Corps Reserve 17 January 1941. Commissioned Second Lieutenant 29 May, he served at San Diego and Washington, D.C., before joining the 1st Marine Raider Battalion 19 March 1942. Promoted to First Lieutenant 4 June, he participated in the amphibious invasion of Tulagi Island, Solomons, 7 August. While leading the assault against a heavily defended, enemy position, Leiutenant Key was hit by hostile sniper fire. Although mortally wounded, he courageously struggled forward and threw hand grenades into the Japanese position, thus destroying the enemy resistance and allowing his platoon to advance without further loss. For his "indomitable fighting spirit, outstanding skill, and great personal valor" First Lieutenant Key was posthumously awarded the Navy Cross.

(DE–348: dp. 1,350; l. 306'; b. 36'8"; dr. 9'5"; s. 24 k.; cpl. 186; a. 2 5", 4 40mm., 10 20mm., 3 21" tt., 8 dcp.; 1 dcp. (h.h.), 2 dct.; cl. *John C. Butler*)

Key (DE–348) was launched 12 February 1944 by Consolidated Steel Corp., Orange, Tex., sponsored by Mrs. Ira F. Key, mother of Lt. Key; and commissioned 5 June 1944, Lt. Comdr. F. D. Buckley in command.

Following shakedown off Bermuda, *Key* operated out of Norfolk, training crews for destroyer escorts and patrolling the North Atlantic in quest of submarines. Clearing Hampton Roads 20 September, she escorted a convoy to Naples, Italy, then returned to New York 24 October. As a unit of CortDiv 76, she sailed from New York 10 November for duty with the 7th Fleet in the Southwest Pacific.

Key arrived Hollandia, New Guinea, 27 December, and between 1 January 1945 and 6 February she made five escort runs from Hollandia to Leyte Gulf. On 9 February she began antisubmarine patrols east of Leyete Gulf; then she steamed to Mangarin Bay, Mindoro, 19 February for similar duty in the South China Sea. Returning to Leyte 14 March, the versatile destroyer escort operated out of Leyte Gulf and Polloc, Mindanao, screening ships en route to Lingayen Gulf, Luzon; Zamboanga, Mindanao; Jolo, Sulu Archipelago; and Legaspi and Manila, Luzon. After escorting a convoy of LSM's and LCI's to Davao Gulf 15 May, *Key* bombarded and destroyed an important Japanese PT base at Piso Point before returning to Polloc the 17th.

After additional escort runs to Davao Gulf, Leyte Gulf, and Legaspi, Luzon, *Key* departed Manila Bay 11 June for duty in the Dutch East Indies. Arriving Morotai Island 14 June, she screened Tawitawi-bound LCI's 23–26 June before escorting a convoy the 28th to a rendezvous the following day with the amphibious force en route to the assault at Balikpapan, Borneo. While at Balikpapan 7 July, *Key* rescued a survivor from a LCM sunk by a mine in the harbor. She patrolled for enemy submarines until 22 July when she sailed via Morotai for Leyte Gulf, arriving 4 August.

Operating out of Leyte after the end of hostilities, *Key* steamed on antisubmarine patrols east of Leyte 22 to 31 August and escorted a convoy to Ulithi, Western Carolines before sailing to Manila 8 September. Between 18 September and 23 November she made two escort runs from Manila Bay to Okinawa to support American Occupation operations in Japan. Clearing Manila Bay 25 November, she embarked homebound veterans 27 November at Guiuan, Samar and departed the next day for the United States. Arriving San Pedro, Calif., 17 December, she decommissioned 9 July 1946 at Terminal Island and entered the Pacific Reserve Fleet. At present she is berthed at Bremerton, Wash.

Key received one battle star for World War II service.

Key Pittman, see *Leonis* (AK–128)

Key West

The largest seaport in the Flordia keys.

I

(StwStr: t. 207; l. 156'; b. 32'; dph. 4'6"; a. 6 24-pdr. how.)

The first *Key West* was built in 1862 at California, Pa., as *Key West No. 3;* purchased by the Navy from W. S. Evans *et al.* at Cairo, Ill., 16 April 1863; and commissioned 26 May, Acting Master E. M. King in command.

The wooden stern-wheel steamer departed Cairo that day for patrol duty in the Tennessee River, supporting Army efforts and protecting Federal positions in the Tennessee Valley from Confederate Calvary raids. Frequently, as she patrolled the river and escorted transports and supply ships, her guns engaged hit-and-run batteries and bands of riflemen. On 10 October 1864, as troops debarked at Eastport, Miss., from three transports *Key West* and *Undine* had escorted from Clifton, Tenn., a hidden Confederate 6-gun battery at Eastport and a 3-gun battery near Chickasaw opened fire on the Union ships. After the Southern guns had set two of the transports on fire and damaged *Key West* with two rifle shots, the Union ships reluctantly retired downstream out-of-range.

On 2 November at Johnsonville, Tenn., *Key West* assisted *Tawah* in recapturing transport *Venus,* taken along with *Undine* and *Cheeseman* by the Confederates there 30 October. On 4 November *Key West, Tawah,* and *Elfin* were caught in a narrow, shallow section of the river near Johnsonville by a Confederate force under General Nathan B. Forrest. After a vigorous action in which *Key West* was hit 19 times by rifled artillery, the 3 Union gunboats, riddled and almost out of ammunition, were set afire and scuttled.

II

(PF–17: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k.; cpl. 190; a. 3 3", 4 40mm., 9 20mm., 9 dcp., 2 dct.; cl. *Tacoma*)

The second *Key West* (PF–17) was launched 29 December 1943 by the American Shipbuilding Co., Lorain, Ohio; sponsored by Mrs. Vernon Lowe; sister of Lt. Harold Felton, the first resident of Key West reported missing in World War II; and commissioned at Houston 7 November 1944, Lt. Comdr. B. Papanek, USCGR, in command.

Key West stood out of Galveston Bay 17 November 1944 for training exercises and escort duty out of Bermuda. The frigate operated there until sailing for Norfolk 22

December. *Key West* departed Hampton Roads 18 January 1945 escorting a convoy to Oran, Algeria, and returned Boston 28 February.

During the next 4 months, she made two cruises out of Casco Bay, Maine. Upon her return New York 14 June, from her final cruise, *Key West* remained at Brooklyn until 5 July when she sailed for Boston for conversion to a weather ship.

She departed Boston 31 July and, after transiting the Canal, arrived Pearl Harbor 23 August. *Key West* was then assigned to duty of weather station patrol in the vicinity of Guam, arriving there 10 September. She operated out of Apra Harbor reporting meterological data and stood by to aid ships in distress until 14 March 1946 when she arrived San Francisco. *Key West* departed San Francisco 9 April and served for 3 weeks on plane-guard station off the North California Coast. The weather ship arrived Seattle, Wash., 1 May and decommissioned at Bremerton, Wash., 14 June 1946. She was sold 18 April 1947 to Cascade Enterprises, Oakland, Calif., and scrapped.

Keyport

A town in Kitsap County, Wash.

Keyport was named *YF–885* (*q.v.*) 8 June 1965.

Keystone State

A symbol of Pennsylvania.

I

(SwStr: t. 1,364; l. 220′; b. 35′; dr. 14′6″; s. 9.5 k.; cpl. 163; a. 2 12-pdrs. (lt.), 2 12-pdrs (h.))

The first *Keystone State*, a wooden side wheel steamer built at Philadelphia in 1853 by J. W. Lynn was chartered by the Navy 19 April from the Ocean Steam Navigation Co. at Philadelphia, and purchased 10 June 1861. She commissioned at Philadelphia Navy Yard 19 July 1861, Comdr. G. H. Scott in command.

Chartered to search for Confederate raider *Sumpter*, she shared in the capture of *Hiawatha* at Hampton Roads 20 May 1861. When her charter expired 23 May, she returned to Philadelphia, where she was purchased; fitted out; and commissioned. She left the Delaware Capes 21 July and cruised in the West Indies seeking Confederate blockade runners in Carribbean ports; and on the high seas she captured *Saloon* 10 October and towed her to Philadelphia via Key West, Fla.

At Philadelphia Comdr. W. E. Le Roy took command of the ship 12 November. The side wheeler stood down the Delaware and out to sea 8 December, visited Bermuda.

USS *Key West* (PF–17) launching 29 December 1943 at Lorain, Ohio

and arrived Hampton Roads the day after Christmas. She got underway 9 January 1862 and joined the South Atlantic Blockading Squadron at Charleston 13 January 1862.

Ordered to the Florida coast she engaged Confederate batteries at Amelia Island on the 18th and captured schooner *Mars* 5 February.

Keystone State arrived Port Royal, S.C., for replacement 18 March and got underway again on the 29th. She chased a blockade runner and fired at another 3 April; but both escaped. On the 10th she chased schooner *Liverpool* of Nassau ashore where she was burned to the water's edge. Schooner *Dixie* fell prey to the vigilant blockader 15 April, steamer *Elizabeth* then struck her colors 29 May, and schooner *Cora* surrendered 2 days later. *Keystone State* took blockade runner *Sarah* off Charleston 20 June and pursued an unidentified steamer all day and night of the 24th before giving up the chase. She took schooner *Fanny* attempting to slip into Charleston with a cargo of salt 22 August.

However, this was dangerous work; and *Keystone State* well earned her long list of prizes. On the last day of January 1863 she discovered a ship off Charleston, stood fast, and fired at her. The ship responded in kind, from time to time hitting the blockader. At 0600 a shot ripped into *Keystone State*'s steam drum, scalding 1 officer and 19 men to death and wounding another score. Later that morning *Memphis* towed *Keystone State* to Port Royal for repairs. Ready for action again, she got underway on George Washington's Birthday for blockading station off St. Simons Sound, Ga., where she served until departing for Philadelphia 2 June for repairs at the Navy Yard, where she decommissioned on the 10th.

Keystone State recommissioned 3 October, Comdr. Edward Donaldson in command, and stood out from Delaware Capes on the 27th. Three days later she joined the North Atlantic Blockading Squadron at Wilmington, N.C. While cruising off Wilmington, the veteran side wheeler captured steamer *Margaret* and *Jessie* 5 November. On 29 May 1864 she picked up 235 bales of cotton which had been thrown overboard by a chase; and the next day she captured steamer *Caledonia*. She took steamer *Suez* off Beaufort, N.C., 5 June and steamer *Rouen* at sea 2 July. On the 26th she chased a steamer which escaped after throwing her cargo of cotton overboard. *Keystone State* then picked up over 60 bales. On a similar occasion 8 August she salvaged 225 bales. On the 24th she chased and captured steamer *Lilian* and, with *Gettysburg*, picked up 58 bales. On 5 September with *Quaker City* she chased and fired at steamer *Elsie*. A shell exploded in the blockade runner's forward hold, starting a fire which *Keystone State* extinguished. *Keystone State* then escorted her prize to Beaufort, N.C.

During the fall of 1864, the side wheeler continued blockade duty off the North Carolina coast; and, as winter set in, she prepared to attack Fort Fisher, which protected the important Confederate port of Wilmington. Shortly after dawn on Christmas Eve, *Keystone State*, steaming with the reserve squadron of the fleet in line of battle, got underway toward Fort Fisher. Her guns, firing over and between the ships in the first echelon, supported troops as they landed and fought to take the fort. However, late in the afternoon, the Army Commander. General Benjamin F. Butler, decided that the Confederate works could not be taken and ordered his troops to reembark. *Keystone State* withdrew to Beaufort, N.C.

Rear Admiral Porter, the Navy Commander, was not to be thwarted. He renewed the attack on Fort Fisher 13 January with a force of 59 warships. He sent some 2,000 sailors and marines ashore to aid the 8,000 Army troops led by Major General Alfred H. Terry. After 3 days of bitter fighting, the bravely defended Confederate fortress fell, closing the South's last supply line with Europe. *Keystone State* reached the scene before dawn the 16th and received the wounded.

After the capture of Wilmington, the side wheeler continued to operate along the Carolina coast supporting clean-up operations which snuffed out Southern resistance. She got underway 13 March towing monitor *Montauk* to Hampton Roads and arrived Baltimore the 20th. *Keystone State* decommissioned 25 March and was sold at auction at Washington 15 September to M. O. Roberts. She was redocumented 22 December 1865, and operated in merchant service until 1879.

Sloop-of-War *St. Louis* (*q.v.*) was renamed *Keystone State* 30 November 1904.

Keywadin

An Indian word meaning "North Wind."

I

After decommissioning 29 July 1865, a double-turreted monitor *Kickapoo* (*q.v.*) was renamed *Cyclops* 15 June 1869 and then *Keywadin* 10 August 1869 before being sold 12 September 1874.

II

(ATA–213: dp. 835; l. 143'; b. 34'; dr. 13'2"; s. 13 k.; cpl. 45; a. 1 3", 2 20mm.; cl. *Maricopa*)

ATA–213 was authorized *ATR–140;* reclassified *ATA–213* on 15 May 1944; launched 9 April 1945 by the Gulfport Boiler & Welding Works, Port Arthur, Tex.; and commissioned 1 June 1945, Lt. Vincent A. Galterio, USNR, in command.

After shakedown in the Gulf of Mexico, *ATA–213* cleared New Orleans 4 July 1945, towing a barracks ship and floating derricks to the Marshall Islands. The tug arrived Majuro 24 September, and after several towing assignments, returned Pearl Harbor 17 October where she operated until sailing for the East Coast 28 June 1946.

Following towing assignments enroute, the tug arrived Boston 28 September to serve in the 1st Naval District. *ATA–213* was named *Keywadin* 16 January 1948, and from that time through 1964 she performed various towing duties along the Atlantic coast. She operated out of Boston engaging in essential although unheralded assignments of the U.S. Navy. She towed disabled ships to port for repairs; towed targets in gunnery exercises; and delivered mail. Although operating primarily in the 1st and 4th Naval Districts, *Keywadin* frequently cruised south to Charleston, S.C., and Mayport, Fla., towing barges and ships for overhaul. During October 1964 the tug commenced torpedo recovery services for patrol aircraft, continuing this duty for the next 2 months. *Keywadin* continues to serve in the 1st Naval District through 1967.

Khedive

A British name retained. A title granted in 1867 by the sultan of Turkey to the viceroy or governor of Egypt.

Cordova (CVE–39) (*q.v.*) was renamed HMS *Khedive* upon transfer to the United Kingdom under lend lease 25 August 1943.

Khedive, see *Nehenta Bay* (CVE–74)

Kiamichi

A river in Oklahoma.

(AOG–73: dp. 4,335; l. 325'2"; b. 48'2"; dr. 15'8"; s. 10 k.; cpl. 80; cl. *Klickitat;* T. T1–M–BT1)

Kiamichi (AOG–73) was launched 17 August 1945 by St. Johns River Shipbuilding Corp., Jacksonville, Fla.;

and sponsored by Mrs. B. C. Lourex. *Kiamichi*'s acquisition was cancelled 29 August 1945 prior to commissioning. She was later completed for International Tankers, Panama. She was renamed *Transmerc* in 1951, and in 1952 sold to Colombia and renamed *Sancho Jimeno.*

Kiasutha

An Indian chief of the Mingo band noted as an orator and advocate of peace between the French and English during the French and Indian War.

(YT–463: dp. 206; l. 102'2"; b. 241; dr. 12'4"; s. 12 k.; a. 2 .50 cal. mg.)

Kiasutha (YT–463) was built in 1943 by Gulfport Boiler & Welding Works, Port Arthur, Tex., and placed in service 13 September 1943. Assigned to the Pacific, she departed New Orleans 3 October and sailed via the Panama Canal for Espiritu Santo, New Hebrides, to join Service Squadron, South Pacific Force. Reclassified as YTB–463 on 15 May 1944, she conducted tug and salvage operations out of Espiritu Santo until she reported to the Commander, Pacific Forward area 12 May 1945. She continued to operate in the Pacific until she was placed out of service at Pearl Harbor 1 May 1947. Towed by *PCE–844*, *Kiasutha* arrived San Diego 23 September and was transferred to the Panama Canal Zone 15 November. Departing San Diego 20 November, she arrived Panama Canal under tow 11 December. Her name was struck from the Naval Register 5 December. She was subsequently transferred to the Panama Canal Corp.

Kibbey, Joseph H., see *Phobos* (AK–129)

Kickapoo

A tribe of Algonquian Indians.

(BM: t. 970; l. 220'; b. 57'; dr. 6–7'; cpl. 123; a. 4 11")

Kickapoo was a double-turreted monitor built at St. Louis by G. B. Allen & Co., in 1864 and commissioned at Mound City, Ill., 8 July 1864, Lt. David C. Woods in command.

After serving the Mississippi squadron off the mouth of the Red River during the summer, the new ironclad was transferred to the West Gulf Blockading Squadron 1 October and stationed in Mobile Bay, where Admiral Farragut was building up strength for operations against the forts which protected the city. Lt. Comdr. Meriweather P. Jones assumed command of the monitor 23 December.

In the spring of 1865 *Kickapoo* engaged in the dangerous work of sweeping the water approaches to the forts clearing defensive minefields. On 28 March she rescued the crew of *Milwaukee* after the ship struck a torpedo and sunk. The next day she was on hand to save the men of *Osage* after that monitor had met a similar fate.

Late in June *Kickapoo* sailed for New Orleans where she decommissioned 29 July and was laid up. Her name was changed to *Cyclops* 15 June 1869 and then *Kewaydin* 10 August. She was sold at public auction in New Orleans to Schickels, Harrison & Co., 12 September 1874.

Prior to launch 24 February 1919, *Kickapoo* (AT–29) was renamed *Mahopac* (*q.v.*).

Kidd

Isaac Campbell Kidd, born in Cleveland, Ohio, 26 March 1884, entered the Naval Academy in 1902. He served in *Columbia, New Jersey, North Dakota, Pittsburgh, San Diego, New Mexico, Utah,* and *Vega.* During the Japanese attack on Pearl Harbor, 7 December 1941, Rear Admiral Kidd was Commander of Battleship Division 1 and Chief of Staff and Aide, Commander, Battleship Battle Force. At the first knowledge of the attack, he rushed to the bridge of *Arizona* (BB–39), his flagship, and "courageously discharged his duties as Senior Officer Present Afloat until *Arizona* blew up from a magazine explosion and a direct bomb hit on the bridge which resulted in the loss of his life."

He was awarded the Medal of Honor and the Purple Heart for his "conspicuous devotion to duty, extraordinary courage, and complete disregard of his own life . . ."

(DD–661: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 35 k.; cpl. 273; a 5 5', 10 21" tt.; 6 dct.; cl. *Fletcher*)

Kidd (DD–661) was launched 28 February 1943 by Federal Shipbuilding & Drydock Co., Kearny, N.J.; sponsored by Mrs. Isaac C. Kidd, widow of Rear Admiral Kidd, and commissioned 23 April 1943, Comdr. Allan Roby in command.

After shakedown out of Casco, Maine, in June, *Kidd* cruised in the Atlantic and Caribbean escorting large combatant vessels until she departed for the Pacific in August 1943 in company with *Alabama* (BB–60) and *South Dakota* (BB–57). Arriving Pearl Harbor 17 September 1943, she got underway 29 September escorting aircraft carriers toward Wake Island for the heavy air attacks 5 October and returned to Pearl Harbor 11 October 1943.

Mid-October found *Kidd* underway with a formidable task force to strike Rabaul and to support the Bougainville landings. Upon reaching a strike position south of Rabaul on the morning of 11 November, the task force struck hard at Japanese positions on the island. *Kidd* dropped astern of her formation to rescue the crew of a plane from aircraft carrier *Essex* (CV–9) which had splashed as the American carrier launched a strike at Rabaul. A group of planes from an extremely heavy Japanese counterattacking force dove at the destroyer in an attempt to sink her while she was on her own. Striking back hard, she splashed three Japanese planes and successfully completed the rescue while skillfully maneuvering to dodge torpedoes and bombs. Comdr. Roby, her commanding officer, received the Silver Star for gallantry during this action. The destroyer returned to Espiritu Santo 13 November.

Kidd next screened carriers making air attacks on Tarawa during the Gilbert Island invasion from 19 to 23 November. On the 24th she spotted 15 low flying enemy bombers heading toward the heavy ships, gave warning, and shot down 2 "Vals." After Tarawa was secure, *Kidd* remained in the Gilbert Islands to support cleanup operations before returning to Pearl Harbor 9 December.

On 11 January 1944 *Kidd* sailed for the forward area, touched at Espiritu Santo, then sailed next day for Funafuti, arriving 19 January. During the invasion of the Marshall Islands 29 January to 8 February, *Kidd* screened heavy ships and bombarded Roi and Wotje, then anchored at Kwajalein 26 February.

From 20 March to 14 April *Kidd* guarded an airstrip under construction on Emirau and supported the occupation of Aitape and Hollandia in New Guinea 16 April to 7 May. She fought in the Marianas campaign 10 June to 8 July and helped soften up Guam for invasion 8 July to 10 August.

In need of repairs, *Kidd* sailed for Pearl Harbor, arriving 26 August 1944. On 15 September she departed Pearl, reached Eniwetok 25 September, and arrived Manus 3 October. There she became part of the giant Philippines invasion fleet and entered Leyte Gulf 20 October. Here she screened the initial landings and provided fire support for soldiers who fought to reconquer the island until she sailed 14 November for Humboldt Bay, New Guinea, arriving 19 November. On 9 December *Kidd* headed toward Mare Island Navy Yard for overhaul and moored at Mare Island Christmas Day.

Kidd sailed 19 February 1945 to join Task Force 58 for the invasion of Okinawa. Trained and battlewise, *Kidd* played a key role during the first days of the Okinawa campaign, screening battleships, bombarding key targets

ashore, rescuing downed pilots, sinking floating mines, providing early warning of enemy air raids, guarding heavily damaged *Franklin*, and shooting down kamikazes.

While on picket station 11 April 1945, *Kidd* and her division mates, *Black* (DD–666), *Bullard* (DD–660) and *Chanucey* (DD–667), with the help of Combat Air Patrol, repelled three air raids. That afternoon a single enemy plane crashed *Kidd*, killing 38 men and wounding 55. As the destroyer headed south to rejoin the task group, her effective fire drove off enemy planes trying to finish her. Stopping at Ulithi for temporary patchwork, she got underway 2 May for the West Coast, arriving Hunter's Point Naval Shipyard 25 May.

On 1 August 1945, *Kidd* sailed to Pearl Harbor and returned to San Diego 24 September 1945 for inactivation. She decommissioned 10 December 1946 and entered the Pacific Reserve Fleet.

When the United States had allowed her military strength to shrink beyond the danger point, the Communist struck in Korea. Fortunately, there were ships in reserve, though it took time to obtain and train crews and provide material. *Kidd* recommissioned 28 March 1951, Lt. Comdr. Robert E. Jeffery in command; sailed to the Western Pacific 18 June; and arrived Yokosuka 15 July. She joined Task Force 77 and patrolled off the Korean coast until 21 September when she sailed for the East Coast of Korea. From 21 October to 22 January 1952, *Kidd* bombarded targets of opportunity from Wan-Do Island to below Koesong. She then sailed with Destroyer Division 152 to San Diego, arriving 6 February 1952.

Kidd again got underway for Korea 8 September 1952; joined the screen of a hunter-killer group near Kojo; and, in November, was back on bombardment missions off North Korea. Shortly thereafter, truce talks began. *Kidd* continued to patrol the Korean coast during negotiations, strengthening the position of American representatives by showing the Communists that we were ready and able to intensify operations. She departed Far East 3 March 1953 via Midway and Pearl Harbor and arrived San Diego for overhaul 20 March.

Overhaul completed, *Kidd* proceeded to Long Beach 20 April 1953. Next day Swedish freighter *Hainan* rammed *Kidd* in Long Beach harbor requiring repairs until 11 May 1953.

From late 1953 to late 1959 *Kidd* alternated Westpac cruises with operations on the West Coast making stops at Pearl Harbor and various ports in Japan, Okinawa, Hong Kong, and the Philippines.

She visited Sydney, Australia, 29 March 1958 and later that year patrolled the Formosa Straits.

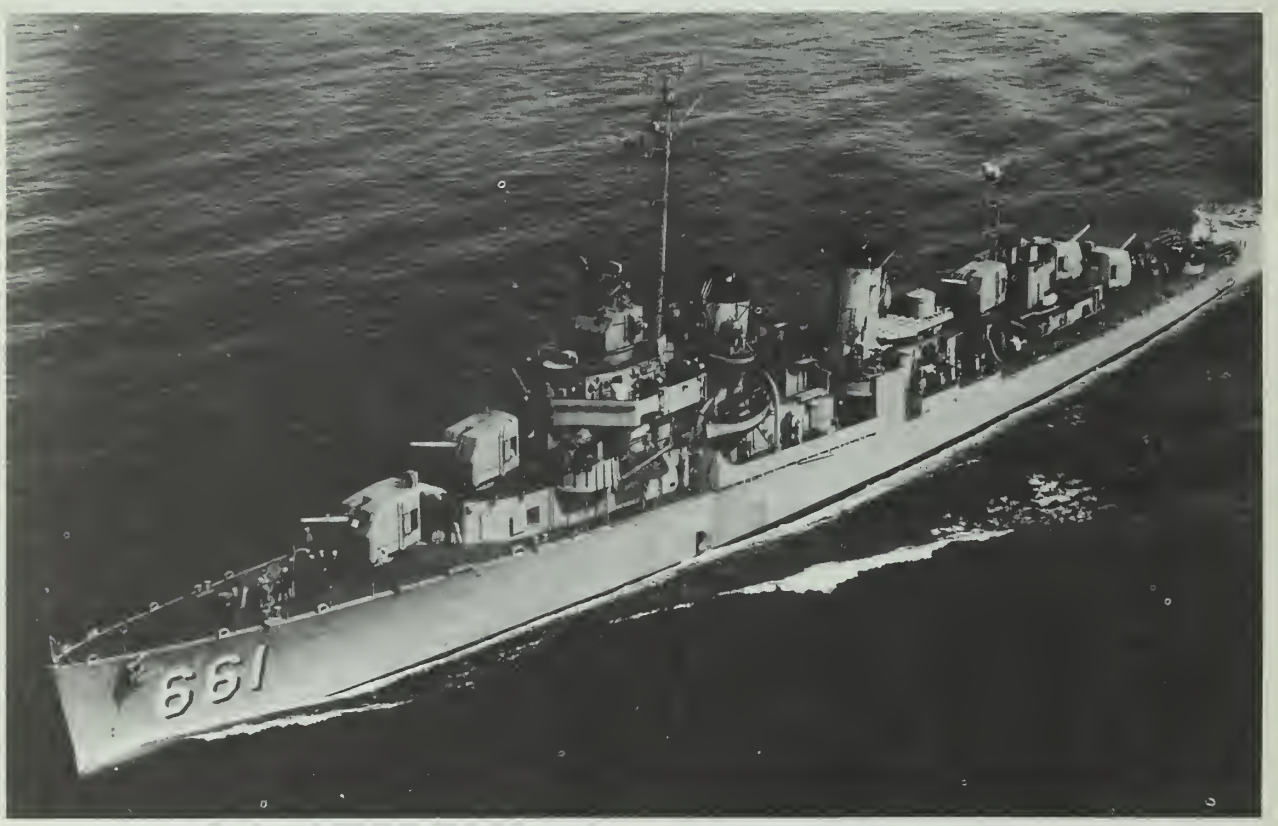
Kidd got underway 5 January 1960 for the East Coast via the Panama Canal, arriving Philadelphia 25 January. From there she made Naval Reserve training cruises to various East Coast ports. She joined fleet operating forces during the Berlin Crisis in 1961. December 1961 found *Kidd* patrolling off the Dominican Republic in a "show-of-force" patrol to provide an element of security in the troubled Caribbean.

Kidd arrived Norfolk 5 February 1962 and joined Task Force Alfa for ASW exercises. On 24 April she was assigned to the Naval Destroyer School at Newport. After a cruise to the Caribbean, on 1 July 1962 she resumed Naval Reserve training. *Kidd* decommissioned 19 June 1964, entered the Atlantic Reserve Fleet, and at present is berthed at Philadelphia.

Kidd received four battle stars for World War II service and four battle stars for Korean service.

Kidder

Hugh P. Kidder was born in Waukon, Iowa, in 1897. He was awarded the Croix de Guerre with palm and star during World War I for courage and endurance while car-



USS *Kidd* (DD–661) in December 1959

rying orders to advanced positions under violent machine gun fire during a period of 9 days. Lt. Kidder was awarded the Distinguished Service Cross for extraordinary heroism near Blanch Mont. France, 2 to 3 October 1918 when he led a small patrol into enemy trenches and captured two strong machine gun positions. First Lieutenant Kidder was killed in action 3 October attempting to better his position in the face of heavy machine gun and artillery fire.

(DD–319: dp. 1,190; l. 314'5"; b. 31'8"; dr. 9'10"; s. 35 k..; cpl. 95; a. 4 4", 12 21" tt.; cl.. *Clemson*)

Kidder (DD–319) was launched 10 July 1919 by Bethlehem Shipbuilding Corp., San Francisco, Calif.; sponsored by Miss Ethel Murry Jonstone; and commissioned 7 February 1921, Comdr. H. J. Abbett in eommand.

After shakedown along the coast, *Kidder* was assigned to Destroyer Division 34, Battle Fleet, at San Diego. From 1921 to 1924 she operated along the West Coast between Washington and the Canal Zone engaging in training maneuvers, fleet problems, and gunnery exercises. The destroyer played an important role in the development of naval warfare through using experimental torpedoes in exercises.

Kidder transited the Panama Canal during January 1924 for fleet concentrations in the Caribbean, returning San Diego 22 April. She continued her training operations before clearing San Francisco 15 April 1925 for a fleet problem and joint exercises off Hawaii. *Kidder* then accompanied the Battle Fleet to Samoa, Australia, and New Zealand before returning Mare Island 26 September.

For the rest of her naval service she was almost eonstantly at sea, including winter fleet eoncentrations in the Caribbean during 1927 and a joint submarine exercise off Hawaii in the spring and summer of 1928. The Navy gained valuable experience from the various exercises and experiments which *Kidder* conducted—information that made possible many of the great naval victories of World War II. During her final year of service, *Kidder* operated out of San Diego and decommissioned there 18 March 1930. After scrapping, her materials were sold 31 October 1930 in accordance with the terms of the London Treaty limiting naval armament.

Kiel, see *Camden* (IX–42)

Kilauea

An active volcano on the Island of Hawaii.

Kilauea (AE–4) was renamed *Mount Baker* (*q.v.*) 17 March 1943.

(AE–26: dp. 20,500; l. 564'; b. 81'; S. 20 k.; a. 8 3"; cl. *Kilauea*)

Kilauea (AE–26) was laid down 10 March 1966 by General Dynamics Corp., Quincy Div., Quincy, Mass.; launched 9 August 1967; sponsored by Mrs. Michael J. Kirwin, wife of Representative Kirwin of Ohio; and will be completed by early 1968.

Once commissioned, the ammunition ship will deliver ammunition and limited quantities of freight, mail, and passengers to the Pacific Fleet at sea and in port.

Killarney

A former name retained.

(SP–219: t. 32; l. 64'10"; b. 13'; dr. 4'6"; 10 k.; a. none)

Killarney (SP–219), a motor yacht, was built by Defoe Boat Works, Bay City, Mich., in 1910; purchased 30 April 1917 from her owner, James H. McGillan, of Green Bay, Wis., and eommissioned 12 June, Ens. James H. McGillan, USNRF, in command.

Assigned to the Naval District at Great Lakes, Ill., *Killarney* served as a section patrol ship on the St. Mary's River in the Straits of Mackinac during the summer and fall of 1917. She wintered in Detroit and continued her duties on Lake St. Clair and the Detroit and St. Clair Rivers, where she patrolled channels and regulated traffic. *Killarney* was transferred 3 March 1919 to the Naval Training Camp at Detroit and declared inactive 12 August. Struck from the Navy List 3 November, *Killarney* was sold 18 December to John J. Kiley of Detroit.

Killdeer

A ringed plover: a North American shore and field bird (*Charadius vociferus*).

(AMC–21: dp. 275; l. 105'7"; b. 22'10"; dr. 9'8"; s. 10 k.; cpl. 18; a. 1 .50 cal. mg.)

Killdeer (AMC–21) was originally built as a purse seiner in 1930 by Al Larson, Los Angeles with the name of *Vindicator;* rebuilt in 1940 by Harbor Boat Works, San Pedro, Calif.; acquired by the Navy from her owner, Mr. Martin Trutanich, 8 November 1940; and placed in service the same day as *Killdeer.*

From 9 November 1940 to 17 April 1941 she underwent conversion to AMC–21, and on 8 May 1941 she began service with the 12th Naval District. Operating out of San Francisco, *Killdeer* transferred to the Western Sea Frontier 1 August for further service as a channel minesweeping ship. She continued sweeping shipping lanes in the approaches to San Francisco Bay until 12 September 1944 when she was placed out of service. Reclassified as IX–194 on 25 September, *Killdeer* was used by the 12th Naval District as a general utility vessel. Her name was struck from the Naval Register 2 June 1945, and she was turned over to the Maritime Commission for disposal 9 January 1946.

LSIL–883 (*q.v.*) was commissioned 26 October 1944 and decommissioned in March 1946. On 7 March 1952, while out of commission in reserve, she was named *Killdeer* and reclassified AMCU–27. In July 1954 she was again reclassified LSIL–883.

Killen

Edward Killen joined the Navy 5 May 1801 as a seaman aboard *Enterprise.* Accompanying her to the Mediterranean Edward Killen served with skill and devotion, and was promoted to Master's Mate 9 November 1803. He volunteered for Stephen Decatur's daring expedition into Tripoli Harbor 16 February 1804 to destroy *Philadelphia,* a United States frigate captured by Tripolitan pirates. After successfully completing this mission in *Intrepid,* Killen served on board *Enterprise* until his death 24 July 1806.

(DD–593: dp. 2,050; l. 376'6"; b. 39'8"; dr. 17'9"; s. 35 k.; cp. 273; a. 5 5", 10 40mm.; 7 20mm.; 6 dcp., 2 dct., 10 21" tt.; cl. *Fletcher*)

Killen (DD–593) was launched 10 January 1943, by the Puget Sound Navy Yard, Bremerton, Wash.; sponsored by Mrs. Inez Cowdrey; and commissioned 4 May 1944, Comdr. H. G. Corey in command.

After shakedown *Killen* cleared Port Angeles, Wash., 19 August 1944, escorted a convoy from Pearl Harbor, and arrived Manus, Admiralty Islands, 14 September. Following training exercises the destroyer departed Hollandia 12 October with the Central Philippine Attack Force that arrived off San Pedro Bay on the 20th. For the next 5 days she gave day and night fire support to troops ashore on Leyte, and during one 30-minute period on the 21st silenced three enemy artillery positions. When the Japanese Navy decided to contest the landings in the Battle of Leyte Gulf, *Killen*'s squadron engaged the enemy at Surigao Strait. On the morning of 25 Oc-

tober, at 0325, she launched five torpedoes toward battleship *Yamashiro*. One hit slowing her to 5 knots enabled other American destroyers to maneuver for the kill. In the widespread fleet actions for Leyte, covering hundreds of thousands of sea miles, the U.S. Fleet reduced the Japanese Fleet to an ineffective force thus greatly speeding up the advance toward Japan and end of the war.

Killen resumed antiaircraft screen. While on patrol off Leyte 1 November she was attacked by seven enemy aircraft. The destroyer splashed four raiders before a bomb from one of the attackers found its mark in *Killen*'s port side, killing 15 men. After temporary repairs at San Pedro Bay and Manus, she steamed into Hunter's Point, Calif., 15 January 1945, for overhaul.

Returning to Manus 9 May, the gallant destroyer sailed the next day for convoy escort and patrol duty in the Philippines. *Killen* steamed into Brunei Bay, Borneo, 10 June with the assault forces, and supported the troops with prelanding bombardment. She resumed exercises 15 June before arriving off Balikpapen, Borneo, 27 June for fire support missions. After silencing enemy shore batteries on Borneo, *Killen* prepared for the final phase of the Pacific war as she arrived Manila 14 July. She cleared that port 2 weeks later, and joined the North Pacific Force in the Aleutian Islands.

Upon the cessation of hostilities the destroyer was assigned to the occupation forces in the Japanese islands. Departing Adak 31 August, *Killen* supported the occupation forces until 14 November when she sailed to Puget Sound. From there she proceeded to San Diego, arriving 2 April, and decommissioning 9 July 1946.

The veteran destroyer served as a trial ship during the atom bomb tests in 1958, and in 1962 engaged in high explosive tests in the Chesapeake Bay. *Killen* was struck from the Navy List in January 1963 to be used as a target ship for missiles off Vieques Island, P.R.

Killen received two battle stars for World War II service.

Killerig

(Sl: t. 576; l. 172'; b. 30'; dr. 14'6"; a. 1 6-pdr.)

During World War II, *Killerig*, a salvage ship built in 1918 by Smith Dock Co., Ltd., South Bank, Middlesborough, Yorkshire, England, was operated out of Kingston, Jamaica, by Merritt-Chapman & Scott, Co. under direction of the Chief of the Bureau of Ships.

Killigrew, William H., see *YP–434*

Kilty

Rear Admiral Augustus H. Kilty, born in 1807 at Annapolis, Md., was appointed Midshipman 4 July 1821. He served in Pacific, Asiatic, Mediterranean, and African waters. In February 1832 he took part in Commodore George Reid's operations in defense of American merchantmen at Quallah Batto. During the Civil War, he was conspicuous for his skill and bravery at Island No. 10 and Fort Pillow. He commanded an expedition to White River, Ark.; during this operation he was severely wounded 17 June 1862, causing the loss of his left arm. He was commissioned Rear Admiral 13 July 1870 and died 10 November 1879.

(DD–137: dp. 1,090; l. 314'5"; b. 31'9"; dr. 8'6"; s. 35 k. cpl. 113; a. 4 4", 1 1-pdr.; cl. *Wickes*)

Kilty (DD–137) was launched 25 April 1918 by the Mare Island Navy Yard, Vallejo, Calif.; sponsored by Miss Elizabeth Harrison Shapley; and commissioned 17 December 1918, Lt. Comdr. Timothy Jerome Keleher in command.

After a Caribbean shakedown and a European cruise during the summer of 1919, *Kilty* returned to San Diego and operated there until she decommissioned 5 June 1922.

Kilty recommissioned 18 December 1939; and in April 1940 sailed on Neutrality Patrol out of San Diego. During the summer she conducted reserve training cruises and resumed her patrols early in September. The destroyer continued these operations until the United States entered World War. II. Then Kilty intensified ASW patrols, trained armed-guard crews for merchantmen, and escorted coastal convoys throughout 1942.

Reclassified APD–15 on 2 January 1943, *Kilty* cleared Mare Island 2 March for the South Pacific. After arriving Noumea 8 April with a Marine Raider battalion, the transport steamed toward Guadalcanal as an ASW screen 28 April. She made similar cruises until June when she reported for patrol and escort duty in the Solomons. *Kilty* played a vital role in the conquest of the Solomons, landing troops of the 37th Division on New Georgia Island 30 June and 4 July. Continuing operations in the area, she made three reinforcement runs up the "Slot" during July and landed troops on Vella Lavella Island 15 August.

As Allied operations built up momentum, *Kilty* moved on to the Treasury Islands Campaign. She successfully landed New Zealand troops on Stirling Island 27 October and a Marine force on Bougainville 9 days later, enabling Allied Forces to take Rabaul. *Kilty* effectively aided this campaign in three more landings before sailing for Brisbane 21 November.

Returning Milne Bay in mid-December, the transport began preparing for the assault on the Bismark Archipelago. *Kilty* landed units of the 7th Marine Regiment for the initial attack on Cape Gloucester, New Britain 26 December. Following two more landings there, she sent troops ashore at Saidor 2 January 1944 to take an air strip which would help the Air Force patrol and support Cape Gloucester. *Kilty*'s next objective was Green Island, where she landed troops on 15 and 20 February before returning to Port Purvis.

Following an unopposed assault on Emiran Island 20 March, the transport prepared for the Hollandia campaign. Completing landings at Aitape 22 April, *Kilty* then participated in New Guinea landings, including Wakde 17 May and Biak 10 days later before putting into Humboldt Bay 28 May.

After a minor overhaul at Milne Bay, she landed troops on Cape Sansopor 30 July before sailing to Sydney. Returning to Humboldt Bay 30 August, *Kilty* landed troops on Morotai 15 September to complete her operations in New Guinea area. *Kilty* departed Hollandia 12 October as part of the spearhead for the giant Leyte assault that bore down on the enemy like a typhoon. In the advance assault force she landed rangers on Dinagat in the entrance to Leyte Gulf 17 October to pave the way for the main Philippine invasion. While *Kilty* was returning to Hollandia 23 October, the U.S. Fleet was crushing the Japanese Navy in the famous battle for Leyte Gulf.

During another cruise to Leyte in mid-November, the transport splashed two "Vals" before they could crash into American LST's. Continuing operations in the strategic Philippines, *Kilty* landed troops 15 December in the invasion of Mindoro, and on 11 January 1945 supported the Luzon landings. She made additional landings at Nasugbu 31 January and at Corregidor in mid-February before sailing for Ulithi 25 February for overhaul.

Battle-proven *Kilty* cleared Ulithi 2 April as escort to four escort carriers ferrying planes to the Okinawa beachhead. During May she made another escort cruise from Saipan to Okinawa, and on the 4th rescued survivors from *Luce* (DD–522) sunk during a kamikaze attack. With the Okinawa campaign well under way, *Kilty* departed Guam 17 May and arrived San Diego 18 June for overhaul. Redesignated DD–137 on 20 July 1945, *Kilty* was still in the yard as the war came to an end. The veteran destroyer decommissioned 2 November 1945, and was sold 26 August 1946 to the National Metal & Steel Corp. for scrapping.

Kilty received ten battle stars for World War II service.

USS *Kilty* (DD–137) at Guantanamo Bay in January 1920

Kimberly

Lewis Ashfield Kimberly was born 22 April 1838, in Troy, N.J., and was appointed a Midshipman 8 December 1946. From 1847 to 1860 he was in the African, Pacific, and East-India Squadrons. During the Civil War he served on *Potomac* in the West Gulf Blockading Squadron, and took part in the Mississippi River operations at Port Hudson, Grand Gulf, and Vicksburg. He was Executive Officer of *Hartford* in the Battle of Mobile Bay, and was warmly commended for gallant and efficient service.

During the period 1866 to 1889 he cruised in European, Atlantic, Pacific, and East Indian waters. He commanded *Canonicus*, *Monongahela*, and *Omaha*, before assuming the Presidency of the Naval Examining Board in 1885 with the rank of Commodore. On 11 April 1887, he took command of the Asiatic Station, and 2 months later was promoted to Rear Admiral. While Commander in Chief of the Pacific station, he was unable to save his flagship *Trenton* for a violent typhoon which struck Samoa 15 to 17 March 1889. Guiding his men with the inspiring words, "If we go down, let us do so with our flag flying," Kimberly skillfully beached his flagship, losing only one man in the raging storm that wrecked *Trenton*. Following his return to the United States in January 1890, Rear Admiral Kimberly was appointed President, Board of Inspection and Survey; and he held that post until retirement in April 1892. Rear Admiral Kimberly died in West Newton, Mass., 28 January 1902.

I

(DD–80: dp. 1,060; l. 315′5″; b. 31′ 8″; dr. 8′6″; s. 35 k.; cpl. 100; a. 4 4″, 2 1-pdrs., 12 21″ tt,; cl. *Wickes*)

The first *Kimberly* (DD–80) was launched 14 December 1917, by Fore River Shipbuilding Co., Quincy, Mass.; sponsored by Miss Elsie S. Kimberly, daughter of Rear Admiral Kimberly; and commissioned 26 April 1918, Comdr. A. W. Johnson in command.

After shakedown *Kimberly* cleared Boston 19 May 1918, escorting a convoy to the United Kingdom. After her arrival in June, the destroyer spent the remainder of the war protecting ships bound for the battle zones in Europe from the British Isles. She departed Queenstown, Ireland, 26 December; and, after arrival Boston 8 January 1919, *Kimberly* engaged in training operations along the coast. In May the destroyer served as a lifeguard ship in New England waters during the world's first transatlantic flight—that of the Navy's NC–4 hydroplane commanded by Lt. Comdr. Albert C. Read.

Kimberly completed maneuvers out of Newport, and entered Boston Navy Yard for extensive repairs. She joined the Destroyer Force at Newport 18 April 1921, and throughout the summer operated with submarines. Information gained through these early experiments was of great value in refining the techniques of undersea warfare. *Kimberly* spent the winter at Charleston, S.C., before arriving Philadelphia 29 March 1922, where she decommissioned 30 June. Her hull was sold to Boston Iron & Metal Co., Baltimore, Md., for scrapping.

II

(DD–521: dp. 2,050; l. 376′6″; b. 39′8″; dr. 17′9″; s. 35 k.; cpl. 273; a. 5 5″, 14 40mm., 12 20mm., 6 dcp., 2 dct., 5 21″ tt.; cl. *Fletcher*)

Kimberly (DD–521) was launched 4 February 1943, by Bethlehem Steel Co., Staten Island, N.Y.; sponsored by Miss Elsie S. Kimberly, daughter of Admiral Kimberly; and commissioned 22 May 1943, Comdr. H. W. Smith in command.

After shakedown *Kimberly* cleared Norfolk 10 September 1943, and steamed toward the action in the Pacific. Following additional training at Pearl Harbor, the de-

stroyer arrived off Makin 20 November to begin the Navy's relentless conquest of Micronesia. Throughout the Gilbert Islands campaign, the destroyer served in ASW screen for the battleships and cruisers supporting marines fighting ashore with deadly accurate and devastating gunfire.

Kimberly departed Tarawa 6 December for the West Coast. After repairs at San Francisco, she sailed 22 January 1944, for the Aleutian Islands. Operating with Rear Admiral Baker's Task Force 94, the destroyer departed Attu 1 February to silence enemy antiaircraft batteries on Suribachi Wan and Kurabi Saki. *Kimberly* remained in the Aleutians for 7 months on ASW patrols, offensive sweeps, bombardment of the Kuriles, and training exercises before steaming toward San Francisco 18 September.

As the tempo of the Pacific war quickened, *Kimberly* arrived at Manus, Admiralty Islands, to prepare for her roles in the reconquest of the Philippines. In 10 November she departed escorting a supply convoy to Leyte Gulf, carrying material to replenish U.S. forces there. On the evening of 21 December, while *Kimberly* escorted another convoy to Mangarin Bay, Mindoro, Japanese suicide planes attacked the American ships. During the 2-hour battle, *Kimberly*'s guns splashed one plane and assisted in the downing of two others. After repulsing the attack, the convoy proceeded to Mangarin Bay bringing men and material for the construction of an airstrip and a PT-boat base needed to support the invasion of Luzon, *Kimberly*'s next mission.

The destroyer departed Leyte 2 January 1945, screening a preinvasion battleship group. En route, during one of many kamikaze attacks, the destroyer scored another kill. Arriving off Lingayen Gulf 6 January, the bombardment group was immediately placed on alert to ward off the fanatic enemy suicide pilots. That day *Kimberly* splashed two more planes. For the remainder of the month, she bombarded enemy railroad and supply centers.

During February the destroyer prepared for the Okinawa campaign which would advance American forces next door to the Japanese homeland. Departing San Pedro Bay 21 March for radar picket duty, the destroyer, off the Ryukyus, was attacked 26 March by two "Vals." Despite accurate antiaircraft fire and numerous hits, one enemy plane, trailing fire and smoke, crashed into the aft gun mounts killing 4 men and wounding 57. *Kimberly* cleared the area 1 April for repairs at Mare Island, arriving 25 April.

Returning to the fight, she cleared Pearl Harbor 10 August but Japan capitulated as the veteran destroyer steamed to join the 3d fleet in the Far East. She entered Tokyo Bay 4 September and 2 days later sailed, escorting *Missouri*. In company with the famed battleship, she arrived Philadelphia 18 October. After Navy Day ceremonies, *Kimberly* departed Philadelphia 2 November and arrived Charleston, S.C., the next day. She remained there until 5 February 1947 when she was placed in reserve.

The United States shrank her Navy too far. Encouraged by the weakness, the Communists struck in Korea. As fast as crews and material could be assembled, the nation rebuilt her fleet. *Kimberly* recommissioned 8 February 1951, Comdr. O. B. Parker in command. After shakedown out of Guantanamo and exercises along the coast, she cleared Norfolk 15 May 1951, and steamed to the Pacific as reinforcement. She arrived Yokosuka 18 June and 5 days later sailed for fire support operations off the western coast of Korea. The destroyer also acted as ASW screen and plane guard for the carriers during the raids on enemy positions ashore. In mid-September she arrived off Formosa for patrol operations before sailing 6 October via the Philippines, the Suez Canal, and the Mediterranean, for the United States.

Arriving Norfolk 12 December, *Kimberly* operated along the Atlantic coast and Caribbean on training exercises until she arrived Charleston, S.C., 20 June 1953. She remained there and decommissioned 15 January 1954.

After 12 years in the Atlantic Reserve Fleet at Charleston, S.C., *Kimberly* proceeded to Boston Naval Shipyard in July 1966 for overhaul prior to being loaned to the government of the Republic of China.

Kimberly received five battle stars for World War II and one star for Korean service.

Kimbro, Sgt. Truman, see *Sgt. Truman Kimbro* (AK–254)

Kimmel, Charles J., see *Charles J. Kimmel* (DE–584)

Kineo

A mountain peak in central Maine.

I

(Gbt: t. 507; l. 158′; b. 28′; dr. 4′6″; cpl. 81; a. 1 11″ D.sb., 1 20-pdr. P.r., 2 24-pdr. hows.)

The first *Kineo*, an ironclad gunboat, was launched 9 October 1861 at Portland, Maine, by J. W. Dyer; sponsored by Miss Eunice C. Dyer, daughter of the builder, and commissioned at the Boston Navy Yard 8 February 1862, Lt. George M. Ransom in command.

Slated for Admiral Farragut's West Gulf Blockading Squadron, the new 90-day gunboat got underway 13 February and reached Ship Island, Miss. 7 March to prepare for the conquest of New Orleans. She did reconnaissance work in the lower Mississippi while Farragut labored to get his deep-draft oceangoing ships over the bar and into the river. The mortar flotilla opened a steady fire on Fort Jackson and St. Philip 18 April which continued until the Union ships braved a heavy Confederate cannonade as they dashed by the forts 24 April. *Kineo* was hit several times as she ran the gauntlet in the division commanded by Captain Bailey. On 27 April she captured 5 Confederate sail boats below New Orleans.

In ensuing months, she patrolled the Mississippi from time to time exchanging fire with shore batteries. She reached sight of Vicksburg 19 May and engaged Southern batteries at Grand Gulf a week later. On 6 August with *Sumter*, *Cayuga*, and *Katahdin*, she helped repel a Confederate attack on the Union garrison at Baton Rouge enabling the Union Navy to maintain its blockade of the important Red River supply line. She shelled a guerrilla camp on the 9 and fired over the city on the 20th to stop the approach of a Confederate force. On the 28th she captured and destroyed several small boats.

October opened with the capture of a large drove of cattle near Donaldsonville, La., which were being sent east to feed Lee's Army. Two days later transports arrived, loaded the cattle—some 1,500 head—and carried them downstream. The next day a member of the crew was killed and another wounded in engaging a battery on the west bank.

Gunboats were constantly necessary to protect Union steamboats from attacks by flying batteries and roving snipers. *Kineo* efficiently performed this duty during the months when the Union Navy and Army fought and labored to take Vicksburg. As the campaign to clear the Mississippi approached its climax, Farragut decided to move up the river to a position where he could interrupt Southern supplies from the West at the mouth of the Red River. Powerful batteries at Port Hudson, La., barred his way, but the Admiral was undaunted. He lashed gunboats to his deep-water ships to shield them from gunfire and to assist them in navigating the tricky waters of the Mississippi. *Kineo* was paired with *Monongahela* for the dash on the night of 13 and 14 March. Heavy and deadly accurate fire rained down on the Union ships which prevented all but the flagship *Hartford* and her consort *Albatross* from passing the fort.

A shot disabled *Monongahela*'s rudder causing her and *Kineo* to run aground. The gunboat worked herself free

and then pulled *Monongahela* off and guided her as they drifted down stream out of range.

After this engagement *Kinco* resumed her varied but vital duties in the lower river and remained at the task until after the fall of Vicksburg. She left the Mississippi 16 August and reached Baltimore on the 25th for repairs.

Back in top trim, *Kinco* departed the Delaware Capes 29 February 1864 and rejoined the West Gulf Blockading Squadron at New Orleans 17 March and was assigned to blockade duty off the Texas coast. She boarded British schooner *Sting Ray* 22 May, but the blockade runner's crew overcame the prize crew, ran the schooner aground on the Texas crew, and turned the Union prize master and sailors over to Confederate troops.

Kineo returned to New Orleans 8 December and served in the Mississippi until the final weeks of the Civil War. She stood to sea 5 April 1865 and entered Chesapeake Bay on the 17th. She entered Philadelphia Navy Yard on the 26th, decommissioned 9 May, and was sold 9 October 1866.

II

Kineo (Tug No. 39) was renamed *Montcalm* (*q.v.*) 24 February 1919.

King

The first *King* was named after Frank Ragan King, born 15 October 1884 in Montevallo, Ala. He was appointed midshipman at the Naval Academy 6 May 1903 and graduated 11 February 1907. After serving as passed midshipman, he was commissioned Ensign 12 February 1909. He served in *Arkansas*, *Hartford*, *Milwaukee*, *Pennsylvania*, and *Illinois* before attaining the rank of Commander 21 September 1918. He assumed command of trawler *Richard Buckley* 7 July 1919 during minesweeping operations in the North Sea. On 12 July 1919 his ship struck a mine and went down in only 7 minutes.

During the crisis King exerted himself to see that all of his crew might be saved. King's feeling for his men was evidenced by the fact that his final act before going down with his ship was to strap his own life preserver to a stunned sailor and help him over the side. Comdr. King received the Distinguished Service Medal for his valor.

The second *King* (DLG–10) was named after Ernest Joseph King, born 23 November 1878 in Lorain, Ohio. He was appointed to the Naval Academy in 1897. In July 1898, during the Spanish-American War, he served as Naval Cadet in *San Francisco*, flagship of the Northern Patrol Squadron. Upon graduation from the Academy he was commissioned Ensign 7 June 1903.

Prior to World War I King served in the Asiatic Fleet, Atlantic Fleet, and shore duty at Annapolis, Md. During World War I he served as Aide and Squadron Engineer to Admiral Mayo, Commander in Chief, Atlantic Fleet. After the war, with the rank of Captain, he again served at the Naval Academy as head of the Postgraduate Department.

King next turned his attention to submarines and the expanded role of naval aviation. After training at Pensacola, he received his wings. He was named Assistant Chief of the Bureau of Aeronautics, Navy Department in August 1928. After promotion to Rear Admiral 26 April 1933 King served as Chief of the Bureau.

On 1 February 1941 he was designated Commander in Chief, Atlantic Fleet with the rank of Admiral. Soon after the United States entered World War II, President Roosevelt appointed King Chief of Naval Operations and the Senate confirmed the appointment 18 March 1942. In this office, with wisdom, inflexible integrity, and determination, he mapped out the strategy and vigorously directed the operations of the unprecedented naval campaigns which led to victory over Axis powers in Europe and crushed Japan in the Pacific. By act of Congress 14 December 1944, the grade of Fleet Admiral U.S. Navy was established; his appointment to that rank was confirmed the same day.

After he was relieved by Fleet Admiral Nimitz as Chief of Naval Operations, King continued to serve on active duty in an advisory capacity in the Office of the Secretary of the Navy. He died at the Naval Hospital, Portsmouth, N.H., 25 June 1956. During his naval career, Fleet Admiral King received the Navy Cross, and the Distinguished Service Medal with two Gold Stars, in addition to many other awards from the United States and foreign governments.

I

(DD–242: dp. 1,190; l. 314'5"; b. 31'8"; dr. 9'3"; s. 35 k.; cpl. 101; a. 4 4", 1 3", 12 21" tt.; cl. *Clemson*)

The first *King* (DD–242) was laid down 28 April 1919 by the New York Shipbuilding Corp., Camden, N.J.; launched 14 October 1920; sponsored by Mrs. Allene A. King, widow of Comdr. King; and commissioned 16 December 1920, Lt. Comdr. R. C. Smith, in command.

After shakedown and training operations along the Atlantic Coast *King* cleared Hampton Roads 2 October 1921 for her first Mediterranean cruise. Arriving Smyrna, Turkey, 8 November, the destroyer received 300 Greek refugees for transport to Mitylene, Greece. The destroyer served as station ship during the Crimean Crisis, remaining in Turkish waters until June 1923.

Upon return to the United State during the summer, *King* joined the Atlantic Scouting Fleet and from 1923 to 1930 engaged in fleet exercises and reserve training cruises along the coast and in the Caribbean. She sailed for the Pacific 15 April 1925 for maneuvers in Hawaiian waters. During the spring of 1927, she patrolled waters off Nicaragua to protect American citizens and interests during civil war in that country. *King* decommissioned at Philadelphia 10 March 1931.

She recommissioned 13 June 1932 and departed Hampton Roads 18 August to join the Pacific Scouting Force. *King* operated out of California for the next 6 years, engaging in central Pacific exercises, reserve cruises and training maneuvers to strengthen America's powerful sea force. The destroyer decommissioned at San Diego 21 September 1938.

Soon after Nazi aggression plunged Europe into war, *King* recommissioned 26 September 1939, Lt. Comdr. E. E. Berthold in command. The veteran destroyer cleared San Diego 13 November to join the Caribbean Neutrality Patrol. Following arrival at Norfolk 22 February 1940, the destroyer operated along the East Coast on Neutrality Patrol out of Boston and Key West, before returing to the West Coast during the fall. She continued patrol and maneuvers out of San Francisco, operating in that area at the outbreak of hostilities with Japan.

During the first 5 months of the war, *King* operated on patrol and escort duty along the West Coast. Departing Mare Island 22 May 1942, she joined Task Force 8 escorting troop transport *President Fillmore* to the Aleutians. Arriving Dutch Harbor 3 June, *King* operated on ASW and screening patrols in the Aleutians throughout the summer, and fought with Task Group 8.6 during the bombardment of Kiska in August. She remained in the frigid Aleutians until she sailed for San Francisco 22 December 1943.

After overhaul, *King* operated off the West Coast for the rest of the war, as patrol vessel and an ASW screen. She departed Treasure Island 28 August 1945 arriving Philadelphia 20 September. *King* decommissioned there 23 October 1945, and was sold to Boston Metals for scrapping on 29 September 1946.

King received one battle star for World War II service.

II

(DLG–10: dp. 4,700; l. 512'6"; b. 52'3"; dr. 20'; s. 30 k.; cpl. 378; a. 1 5", 4 3", 6 21" tt., ASROC, Ter. mis.; cl. *Coontz*)

The second *King* (DLG–10) was laid down 1 March 1957 by Puget Sound Naval Shipyard; launched 6 December 1958 sponsored by Mrs. Oliver W. Vandenberg, daughter

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of Fleet Admiral King; and commissioned 17 November 1960, Comdr. Melvin E. Bustard, in command.

After shakedown along the coast, and in Hawaiian waters, *King* continued training out of San Diego for the remainder of 1961. Following extensive preparations the guided-missile frigate sailed on her first WestPac cruise, 7 June 1962, strengthening the mighty 7th Fleet with her Terrier missile arsenal. Operating with this mighty peacekeeping force, *King* helped to check Communist aggression in Southeast Asia.

Upon returning San Diego 31 December, she resumed tactical exercises off the West Coast until 1 August 1963 when she departed on her second WestPac cruise. Once again her operations with the 7th Fleet helped maintain stability in the Far East. *King* returned San Diego 10 March 1964 and conducted operations along the coast, for the rest of the year constantly perfecting her fighting skills and increasing the peacekeeping ability of the Navy.

King headed back for the Far East 5 April 1965 escorting *Oriskany* (CVA–34). She operated from the South China Sea during May screening carriers and participating in air-sea rescue work. She continued to serve off Vietnam until returning to San Diego 2 November. The guided missile frigate operated off the West Coast until heading back for the Western Pacific 26 May 1966. On this cruise she carried a helicopter for search and rescue missions to save American pilots during strikes against North Vietnam. She arrived Da Nang, South Vietnam, 27 June. During July she saved five downed aviators, including one who was rescued from deep within North Vietnam by the ship's daring helicopter crew. In August the ship was stationed in a positive identification and radar advisory zone (PIRAZ) in the Gulf of Tonkin to help protect American ships from enemy aircraft. Before she was relieved, she had checked over 15,000 aircraft. During this duty she also rescued seven pilots whose planes had gone down during strikes against enemy targets. She continued this duty, except for brief runs to Hong Kong and Subic Bay, until relieved by *Long Beach* (CGN–9) on 29 November.

King returned to San Diego 20 December and operated off the West Coast into 1967 preparing for future action.

King, Ruth, see *YP–567*

USS *King* (DLG–10) departing Pearl Harbor 19 August 1963

King, Strom, see ***Strom King*** (AP-171)

King County

Counties in Texas and Washington.

(LST–857: dp. 1,625; l. 328′; b. 50′; dr. 14′1″; s. 12 k.; cpl. 226; a. 8 40mm., 12 20mm.; cl. *LST–511*)

LST–587 was laid down by Chicago Bridge & Iron Co., Seneca, Ill., 19 September 1944; launched 6 December 1944; sponsored by Mrs. Beatrice Snow Major; and commissioned at New Orleans, La., 29 December 1944, Lt. Roy C. Parlier in command.

After shakedown off the Florida coast, *LST–857* departed New Orleans for the Pacific 1 February 1945. Steaming via the Panama Canal, she touched the Hawaiian and Marshall Islands and reached Guam 30 March. There she loaded bombs and ammunition and departed 21 April for Iwo Jima. Steaming via Saipan, she reached Iwo Jima 1 May, unloaded her cargo, then sailed 18 May. Carrying 334 enemy prisoners, she returned to Guam the 21st.

Between 23 and 30 May, *LST–857* carried a cargo of fog oil to Okinawa. She supplied ships at Hagushi until 24 June. Returning to Guam the 4th of July, she loaded troops and Army construction equipment, then sailed for Okinawa the 16th. She operated there from 28 July to 5 August; and, after returning to Saipan 11 August, she loaded cargo and departed for the Philippines 3 September.

LST–857 arrived San Pedro Bay, Leyte, 10 September and was assigned to support occupation operations in Japan. After embarking ordnance and construction troops and loading equipment at Iloilo, Panay, and Batangas, Luzon, she sailed in convoy for Japan 20 September. She reached Tokyo Bay the 29th and, until 25 October, operated along the coast of Honshu shuttling occupation troops and cargo. She returned to the Philippines early in November; and, after embarking additional troops, she returned to Japan 18 November and resumed occupation operations. Departing Yokohama 15 December, she steamed via Saipan and Pearl Harbor to the United States and arrived San Francisco 25 January 1946.

During the next six months *LST–857* operated along the California coast between San Francisco and San Diego. She departed San Diego 31 July, reached Pearl Harbor 11 August, and began supply runs under Service Force, Pacific Fleet. For more than 3 years she operated out of Pearl Harbor, carrying passengers and supplies to bases in the Hawaiian Islands and to Johnson and Canton Islands. Between 3 April and 6 August 1948 she deployed to the Marshall Islands where she conducted shuttle service among the atolls.

Departing Pearl Harbor 3 January 1950, *LST–857* returned to the West Coast 14 January. After overhaul at Mare Island, she operated out of Astoria, Oregon, and San Diego until 1 July when she departed San Francisco for Hawaii. She arrived Pearl Harbor 11 July; and, after serving briefly as interisland transport, she departed 18 August to support the effort to repel Communist aggression in South Korea. She arrived Yokosuka, Japan, 4 September, then shifted to Kobe, Japan, the next day. After embarking men and equipment of the 1st Marine Engineer Battalion, she sortied 10 September as part of an amphibious attack convoy bound for Inchon, South Korea.

Assigned to Task Element 90.32, *LST–857* arrived off Inchon 15 September while a heavy air-sea bombardment pounded enemy shore positions. Late that afternoon, she closed Red Beach under heavy mortar and machine gun fire to take part in landings which were designed to spearhead an Allied offensive northward. Despite concentrated enemy fire, she debarked assault troops and unloaded vital supplies and equipment. In addition she provided counter-battery fire and embarked battle casualties for emergency treatment. For daring bravery and heroic performance of duty on Red Beach, the aggressive and intrepid tank landing ships, including *LST–857*, received the Navy Unit Commendation.

LST–857 completed unloading and departed the beach early 16 September. She returned to Sasebo, Japan, 19 September. She again returned to Inchon 2 October and delivered a cargo of ammunition to *Missouri* (BB–63). On 14 October she departed Sasebo for Hawaii and arrived Pearl Harbor 3 November. Following shipyard repairs, she departed 1 December on a cargo run to the Marshall Islands. During the next 10 months she conducted passenger and cargo service out of Pearl Harbor to the Marshall, Samoa, and Palmyra Islands, as well as to ports in the Hawaiian Islands.

Departing Pearl Harbor 28 September 1951, *LST–857* sailed for the Far East and arrived Yokohama 18 October. On the 22d she sailed for Sasebo where she arrived 26 October to prepare for shuttle duty along the vital water supply line between Japan and Korea. Operating primarily out of Sasebo, she transported men and supplies to ports along the western coast of Korea. In addition she supplied fleet activities along the coast of Japan. She sailed for the United States 23 September 1954, touched at Pearl Harbor 9 October, and arrived San Diego 22 October.

LST–857 returned to Pearl Harbor from San Diego 27 November; and, after overhaul, she began passenger and cargo runs between Pearl Harbor and Midway 2 February 1955. Renamed *King County* 1 July, she continued this duty until August 1956. Between 17 August and 12 September she made a supply run to the Marshalls; then she sailed for the West Coast 1 October, arriving Oakland the 11th. She entered the Mare Island Naval Shipyard 12 October and began conversion to an experimental guided missile test ship. Reclassified AG–157 on 17 May 1958, she completed conversion 15 November, then departed for testing and evaluation operations out of San Diego and Port Hueneme.

While undergoing conversion, *King County* appeared as though she had swallowed a submarine. A mock-up submarine hull was installed on her deck for use in testing a prototype missile handling system. In addition she received launching, recording, and evaluation equipment for testing the launch and flight capabilities of Regulus II guided missiles. Capable of carrying four missiles in her hangar, she was designed as a mobile testing center for these surface-to-surface missiles.

Assigned to Submarine Squadron 5, *King County* conducted her first missile engine firing 8 December while operating in the Pacific Missile Range. She fired her first Regulus II missile 2 days later. During the next 6 months she performed simulated missile launchings and served on telemetry and recovery stations in the Pacific Missile Range. Moreover, she supported the development of America's space program and participated in tracking and recovering missile nose cones.

Transferred to the 11th Naval District 1 July 1959, she continued operating as a missile tracking and recovery ship. During the next year she cruised the missile range off Southern California and Baja California supporting missile firing and recovery operations. Operating out of Port Hueneme, she participated in tracking Corvus missile firings in May and July 1960. She also supported the telemetering and recovery of the data capsule from Discovery XII. After returning to Port Hueneme 8 July, she steamed to Long Beach 19 July and decommissioned the same day. She was sold to Zidell Explorations Inc., 25 April 1961.

LST–857 received one battle star for World War II service and seven battle stars for Korean service.

King Philip

(SwStr: t. 500; l. 204′; b. 22′11″; dph. 8′; cpl. 14; a. 1. gun)

Powhatan, a side wheel steamer built at Baltimore in 1845 by J. A. and E. T. Robinson, operated on the Potomac

out of Georgetown, D.C. Early in the Civil War the Army seized the side wheeler 21 April 1861 and transferred her to the Navy. The next day she entered the Washington Navy Yard to be fitted out for war service. A week later Lt. John Glendy Sproston was ordered to take command of *Powhatan* and proceed to Kettle Bottom Shoals to replace and protect buoys there which had been removed by Confederate agents.

After patrol duty in the Potomac helping to protect the Nation's Capital during the early months of the Civil War, *Powhatan* steamed to Baltimore for repairs. She was renamed *King Philip* 4 November 1961.

Throughout the Civil War *King Philip* was used as a dispatch vessel shuttling mail, supplies, and passengers between Washington and Union ships in the Potomac and Rappahannock Rivers. After peace had been restored and the Nation reunited, *King Philip* was sold at auction to H. F. Harrill 15 September 1865.

Kingbird

Any of several American tyrant flycatchers.

I

(AMC–56: dp. 206; l. 96′; b. 21.6′; dr. 7′; s. 9 k.; a. 2.30 cal. mg.; T. Wooden Dragger)

The first *Kingbird* (AMC–56), ex *Governor Saltonstall*, was built in 1939 by the Quincy Drydock & Yacht Co., Quincy, Mass., acquired by the Navy 26 December 1940, and placed in service as a coastal minesweeper in the 1st Naval District 24 July 1941.

Following assignment to Portsmouth, N.H., in January 1942, *Kingbird* operated in the 1st Naval District as a coastal minesweeper for over 2 years. She was reclassified IX–176 10 July 1944 and placed out of service 28 July 1944 for use in training sound operators for new submarines. *Kingbird* was transferred to the WSA 7 June 1946 for disposal.

II

(MSC–194: dp. 370; l. 144′; b. 28′; dr. 8′6″; s. 14 k.; a. 2 20mm.; cl. *Bluebird*)

The second *Kingbird* (MSC–194) was launched 21 May 1954 by the Quincy Adams Yacht Yard Inc., Quincy, Mass.; sponsored by Mrs. Marion Cushman Wilson; and commissioned 27 April 1955, Lt. (j.g.) R. E. Alder, in command.

After shakedown, *Kingbird* arrived Charleston, S.C., for minesweep training and for the entire year she perfected methods of detecting and destroying mines. She also participated in exercises which kept her ready for any service she might be called upon to perform. From 1956 through 1964 *Kingbird* engaged in minesweeping exercises along the Atlantic coast from Nova Scotia to the Canal Zone in the Caribbean. During 1965 she displayed her versatility in two search operations: one for a downed Navy plane and the other a lost merchant ship. In 1967 she still operates out of Charleston.

Kingfish

A fish found along the Atlantic coast of the United States.

(SS–234: dp. 1,526; l. 311′8″; b. 27′4″; dr. 15′3″; s. 20 k.; cpl. 60; a. 13″, 10 21″ tt.; cl. *Gato*)

Kingfish (SS–234) was launched by Portsmouth Navy Yard 2 March 1942; sponsored by Mrs. Harry A. Stuart, wife of Read Admiral Stuart; and commissioned 20 May 1942, Lt. Comdr. V. L. Lowrance in command.

Kingfish arrived Pearl Harbor from New London 31 August 1942, and sailed on her first war patrol 9 September. Patrolling close to Japan's coast *Kingfish* sighted a three-ship convoy and fired a three torpedo spread at the last freighter, scoring one hit. Unable to determine the extent of the damage due to an uncomfortably efficient barrage of depth charges which lasted 18 hours, *Kingfish* successfully outwitted her attackers and cleared the area. Sighting freighter *Yomei Maru* 1 October, *Kingfish* fired a three torpedo spread which sent her to the bottom. Going deep for the inevitable depth charging, *Kingfish* rearmed her tubes and continued scouting shipping lanes. Four days later she sighted and torpedoed a freighter off Muroto Zaki but could not verify the sinking. Two weeks of frustration followed due to lack of targets. On 23 October a freighter was sighted; immediately her able crew went into action and sent *Seiko Maru* to the bottom with two torpedoes. Completing her first war patrol, *Kingfish* arrived Midway 3 November.

After refit *Kingfish* sailed 25 November to Chichi Jima on her second war patrol. Entering the South China Sea 5 December, she sighted freighter *Hino Maru No. 3* and sank it 2 days later. Then, on 28 December, she sent another freighter *Choyo Maru* to the bottom. Two trawlers were attacked by gunfire early in January. The first was riddled and set afire and the second sunk by gunfire. *Kingfish* sailed for Pearl Harbor from her second war patrol, arriving 23 January 1943.

Kingfish was underway for her third war patrol 16 February. En route Formosa she sank a trawler off Bonins and torpedoed a passenger freighter. Damage to this ship could not be ascertained as the submarine was immediately attacked by enemy bombs and depth charges. On 17 March, a freighter was tracked and a precise torpedo spread damaged it considerably. Two days later she sighted, tracked, and sank a troop transport as enemy troops scrambled down her sides. On 23 March *Kingfish* was subjected to a severe depth charge attack. The attack was so intense and the damage so great that secret codes and material were burned in preparation to abandoning ship. The last string of depth charges bashed in the main induction piping allowing a huge bubble to escape to the surface, apparently causing the enemy to think the ship had sunk. *Kingfish* cautiously surfaced, cleared the area and set course for Pearl Harbor, arriving 9 April with a grateful crew. The submarine then proceeded to Mare Island Navy Yard, where entire sections were rebuilt and installed.

Battle damage repaired, *Kingfish* sailed to Pearl Harbor, arriving 23 June 1943. She sailed 1 July for her fourth war patrol in the Babuyan Channel, north of the Philippines, off southern Formosa, and near Manila. *Kingfish* was ordered to depart the patrol area due to lack of enemy activity and to report to Fremantle, Austraila, for refit.

Assigned the South China Sea as her fifth patrol area, *Kingfish* sailed 24 September. While on this patrol, she accomplished two special missions. The first entailed planting mines on enemy shipping lanes and the second, the secret and successful landing of a party of Allied personnel and equipment on the northeast coast of Borneo. Continuing on her patrol, she sank a gunboat by gunfire and damaged a tanker with torpedoes 9 October off Sibutu Islands. She sank cargo ship *Sana Maru* off Cape Varella 20 October. Her patrol a success, *Kingfish* sailed into Fremantle 14 November 1943.

Kingfish departed Fremantle on 16 December 1943 with a new commanding officer, Lt. Comdr. H. L. Jukes. Threading her way in the South China Sea, she made first contact on 3 January when she sent tankers *Ryuei Maru* and *Bokuei Maru* to the bottom and sank tanker *Fushimi Maru No. 3* 7 January. Having navigated brilliantly through extremely dangerous waters and having outwitted the enemy escort vessels, *Kingfish* headed for Pearl Harbor with a proud record, arriving 26 January 1944.

Kingfish's seventh war patrol was in the Mariana Islands area from 19 February to 9 April 1944. No attacks were possible during this patrol, although the boat underwent a bombing and depth charge attack. *Kingfish* departed her patrol area, arriving Majuro, Marshall Islands, 9 April for refit.

The submarine's eighth war patrol was made in the Bonins. Since this patrol was unfruitful because of the lack of worthwhile targets, *Kingfish* received orders to return to Midway, arriving there 19 June. While there she was ordered to Mare Island, Calif., for overhaul.

Her overhaul completed, with a new commanding officer, Comdr. T. E. Harper, *Kingfish* sailed for Pearl Harbor on her ninth war patrol 12 October. The day *Kingfish* entered her patrol area she spotted freighter *Ikutagawa Maru* and sent her to the bottom off Chichi Jima Retto 24 October. Three days later she sank the cargo ship *Tokai Maru No. 4* and a landing craft transport off Kita, Iwo Jima. Changing patrol areas to Okinawa, *Kingfish* tracked a convoy but was unable to attack. Dropping anchor at Guam, she completed her patrol 28 November.

On 23 December 1944 *Kingfish* steamed out of Guam toward the Japanese home islands for her 10th war patrol. A convoy was sighted 2 January 1945, but heavy weather prevented the submarine from attacking. The following night the submarine made up for lost time and sent the freighter *Yaei Maru* and the passenger-cargo ship *Shibozono Maru* to the bottom. For the remainder of the patrol *Kingfish* was assigned the additional task of lifeguard duties. She returned to Guam 1 February.

The submarine refitted at Guam and sailed 6 March, operating in a coordinated attack group with *Icefish* and *Sawfish*. Despite thorough coverage, no targets worthy of torpedo fire were encountered. However, late in March *Kingfish* experienced the great pleasure of rescuing four downed aviators from a British task force. Leaving the area *Kingfish* debarked the British aviators at Saipan and set course for Pearl Harbor, arriving 25 April.

Departing Hawaii 17 June with a new commanding officer, Lt. Comdr. T. D. Keegan, the submarine sailed via Guam for the Japanese island of Honshu. In smartly executed night gun attacks, she sank two sampan picket boats off Honshu 5 August, also exploding several drifting mines during this patrol. Having completed her 12th and last war patrol, *Kingfish* arrived Midway 2 hours before the war ended.

Kingfish got underway for Galveston, Tex., 27 August via Pearl Harbor and Panama Canal, arriving 23 September. She sailed to Orange, Tex., 25 October for Navy Day.

Kingfish sailed 30 October to New London, Conn., arriving 5 November, was decommissioned, and placed in reserve 9 March 1946. She was struck from the Navy List on 1 March 1960, sold to Albert Heller 6 October 1960, and scrapped.

Kingfish made 12 war patrols, sinking 14 enemy ships totaling 48,866 tons, and was awarded 9 battle stars for World War II service.

Kingfisher

One of Europe's most beautiful birds (*Alcedo Ispida*) conspicuous for its blue-green back and rich chestnut breast.

I

(Bark: t. 451; l. 121'4"; b. 28'8"; dph. 14'4"; cpl. 97; a. 4 8" D.sb.)

The first *Kingfisher* was purchased by the Navy at Boston 2 August 1861; and commissioned at Boston Navy Yard 3 October, Acting Lt. Joseph P. Couthouy in command.

That day she was ordered to Key West, Fla., for duty in the Gulf Blockading Squadron. On 21 January she joined *Ethan Allen* in capturing *Olive Branch* bound from Ceder Keys to Nassau with a cargo of turpentine. She again cooperated with *Ethan Allen* 26 January in manning and equipping a boat expedition to the mouth of the Manatee River which captured sloop *Mary Nevis* and burned Confederate calvary barracks. Three days later she took Spanish brig *Terisita* of Havana bound for Matamoras with a contraband cargo. On 25 February *Kingfisher* overtook blockade runner *Lion* in the Gulf of Mexico after a 3-day chase.

The great risks involved in blockade duty during the Civil War have not been generally recognized. The need for water, food, or timber often forced parties from the Union ships to venture ashore in hostile territory. On 2 June two boats from *Kingfisher* rowed up Aucilla River, Fla., to obtain fresh water. A Southern raiding party surprised the expedition killing two men and capturing the remaining nine.

Other landing parties from the bark fared better. An expedition destroyed salt works at St. Joseph's Bay, Fla., which had produced some 200 bushels a day.

But the hardships of blockade duty in the Gulf were unabated. Early scurvy became a serious problem for the crew prompting Rear Admiral Lardner to order *Kingfisher* to Boston. When the ship had been repaired and her crew reinvigorated, *Kingfisher* was assigned to the South Atlantic Blockading Squadron and ordered to Port Royal, S.C., where she arrived 21 December.

The bark was stationed in St. Helena Sound, S.C., where she distinguished herself for efficiency in reconnaissance work and operations against small parties of Confederates ashore. On 9 April 1863 a party from *Kingfisher* landed at Middleton's estate, Edisto Island, S.C., and captured a group of Southern cavalrymen stationed there to observe and report activity of Union ships in the area. From time to time during the ensuing year, she shelled Confederate troops ashore and sent small landing parties inland to gather information and capture food for her crew and for refugees who had flocked to her for protection.

Kingfisher grounded on Combahee Bank in St. Helena Sound 28 March 1864 and filled with water. After efforts to save the stranded ship proved fruitless she was abandoned 5 April.

II

(SP–76: dp. 17; l. 60'; b. 10'9"; dr. 3'; s. 26 k.; a. 1 1-pdr., 1 .30 cal. mg.)

Kingfisher, a motor launch, was built in 1916 by George Lawley & Sons, Neponset, Mass.; acquired by the Navy 8 May 1917 from her owner, R. P. Mathiesson, Chicago, Ill.; and commissioned 15 May at Newport, R.I., Ens. R. P. Mathiesson, USNRF, in command.

Assigned to the 2d Naval District, Newport, *Kingfisher* enrolled in the Naval Coast Defense Reserve 9 June. Based at New London, Conn., she patrolled Long Island Sound. On 7 January 1919 she was ordered returned to her former owner. *Kingfisher* decommissioned 22 January and was turned over to her previous owner 4 March.

III

(AM–25: dp. 950; l. 187'10"; b. 35'6"; dr. 9'10"; s. 14 k.; cpl. 78; a. 2 3", 3 .50 cal. mg.)

Kingfisher (AM–25) was launched 30 March 1918 by Puget Sound Naval Shipyard, Puget Sound, Wash.; sponsored by Miss Nancy Griswold; and commissioned 27 May 1918, Lt. (j.g.) C. L. Greene in command.

Departing Bremerton, Wash., 17 June, *Kingfisher* steamed to Philadelphia, where she arrived 8 August for duty as a minesweeper off Cape May, N.J. On 5 April 1919 she departed Boston for the North Sea, arriving Inverness, Scotland, 20 April. Assigned to the North Sea Detachment at Kirkwall, Orkney Islands, she swept up mines of the Northern Barrage until 1 October when she sailed for the United States. Steaming via France, Portugal, and the Azores, she reached New York 19 November.

Assigned to the Train Force, Pacific Fleet, *Kingfisher* departed Hampton Roads, Va., 9 August 1920 for the West Coast. Arriving San Diego 3 October, she began duty as a fleet tug and minesweeper. Over the next 19 years fleet maneuvers and supply, towing, and minesweeping operations sent her to the East Coast, Puerto Rico, Cuba, the Canal Zone, and Hawaii. During the summers of 1933, 1934, and 1935 she supplied naval ships and bases in Alaskan waters for the Aleutian Islands Survey Expedition.

Subject: U.S.S. KINGFISH - Report of Third War Patrol.

Mar. 22 - Submerged patrol along traffic lane north and east of FORMOSA.

1625 H Sighted 3 trawlers of about 200 tons with what appeared to be machine guns mounted on pilot house. Estimated speed 12 knots. They searched about in our area for about one hour and then disappeared to the south.

1900 Surfaced and stood over to patrol in vicinity of transport sinking.

Mar. 23 - Sighted ship bearing 150° T distance 5000 yards, angle
0300 H on bow 90° Starboard. Appears to be a destroyer. Manned battle stations with intentions of gaining position ahead for a dawn attack.

0325 H Everything was working nicely and we were gaining position ahead when target apparently saw or heard us and headed for us at 16 knots. Opened out on target very slowly at flank speed. At 0345 Target trained searchlight on us at range of about 5500 yards at which time we dove. Did not attempta shot at target as visibility was too poor to stay at periscope depth and try an approach against a high speed zig-zagging target that had sighted us before we dove. Submerged to 250 feet, rigged for depth charge attack and ran silent changing course frequently. Thought we were evading successfully but at 0448 H commenced the first of eight runs during which the enemy dropped 40 depth charges. All except the last ones at 1228 H were close and were estimated at 25-150 yards.

0752 H Heard screws of another vessel joining in the hunt. We ran silently as possible at 300 feet in 350 feet of water making anywhere from 40-60 turns but our adversary seemed to have no trouble staying on us with both listening and pinging, several times after daylight we started up for a torpedo shot but as soon as we would reach 200 feet he would start another run. Up until 1225 H we had escaped serious damage but at 1227 H on his last run he dropped two charges over the engine room at an estimated distance of 25-50 feet. These bulged in the hull over the engine rooms about 4 inches and bottomed us in 350 feet of water. Water commenced coming

Extract from *Kingfish* (SS-234)'s Third War Patrol

Departing San Diego 4 October 1939, she sailed to Pearl Harbor for duty with the Base Force, Hawaiian Detachment. Arriving 19 October, she towed target rafts and conducted gunnery and minesweeping exercises until sailing for Samoa 26 October 1941. *Kingfisher* reached Tutuila 5 November and was on station duty 7 December when hearing of the Japanese attack on Pearl Harbor.

With Lt. Comdr. C. B. Schiano in command, *Kingfisher* began defense patrol and mine laying operations off Samoa. On 19 February 1942 she departed Tutuila for similar duty in the Fijis and arrived Viti Levu 23 February. Returning to Samoa 12 April, she was reclassified AT-135 on 1 June; she then sailed to Wallis Island 28 July for a month of plane guard and rescue duty. With a lighter in tow she departed Suva, Fiji, 12 September for Noumea, New Caledonia. Arriving 18 September, she served under the command of the Port Director until she departed for Hawaii 8 October.

Subject: U.S.S. KINGFISH - Report of Third War Patrol.

0752 H (Cont'd)
thru the engine hull flappers where their seats had been sprung. Rigged chain falls on these and stopped leaks. Silenced ship completely and waited for dark. Destroyed ECM and rendered TDC inoperative.
JK - QC. sound heads apparently knocked out of line by depth charging. Unable to lower QB sound head before bottoming and after surfacing. Unable to train either sound head.

1700 H Same screws heard for about 15-30 minutes.

1830 H Manned battle stations and completed plans for scuttling ship in case escape seemed impossible.

1848 H Surfaced and sighted patrol vessel of about 1000 tons, lying to about 2000 yards on our starboard bow. Cleared area at flank speed on 4 engines.

2000 H Started battery charge on one engine. Night is dark and sea is rough. By 2200 H the engine induction and bilges were dry and we were able to dive.
Depth charging and damage incurred covered under A/S measures.

Mar. 24 -

0450 Submerged. Hull induction floods but engine induction is fairly tight. #2 periscope out and #1 barely usable.

Mar. 25 -
Submerged during the day.

Mar. 26 -
Commenced running on surface.

2100 H Broadcast message to Comsubpac that we were clearing area. Receipt received about 5 hours later.

Arriving Pearl Harbor 30 October, *Kingfisher* served as a tug and torpedo recovery ship until 23 September 1943 when she sailed for the Ellice Islands. She reached Funafuti 5 October and undertook towing duty between the Ellice and Phoenix Islands. On 8 December she sailed for the Gilberts, arriving Tarawa Atoll 13 December. Though subjected to intermittent enemy bombing attacks, *Kingfisher* towed antisubmarine nets and laid telephone cables in Betio Harbor before departing 27 December for Funafuti. From 30 December to 15 April 1944 she continued towing, station ship, and harbor operations in the Ellice, Gilbert, and Marshall Islands; then she departed Kwajalein 16 April for Pearl Harbor, arriving 29 April.

Reclassified ATO–135 on 15 May, *Kingfisher* departed 19 September for further towing operations in the South Pacific. Towing runs sent her to Palmyra, Ellice, Solomon, Admiralty, and Marshall Islands before she returned to Pearl 14 November. On 18 November she sailed for the West Coast, arriving San Diego 29 November. She returned to Pearl 29 January 1945 and resumed tug and target towing services. On 21 April she assisted in Salvage operations of grounded merchantman *Sarenscn*. And while towing a gunnery target 4 May, she rescued the pilot of an Army P–47 that had splashed while on a training flight.

Kingfisher sailed for San Francisco 30 October, arriving 9 November. Remaining in the San Francisco Bay area, she decommissioned 6 February 1946 and entered the Pacific Reserve Fleet. Transferred to the Maritime Commission 3 June 1947, she was sold the same day to M. E. Baker at Suisun Bay, Calif.

Kingfisher received one battle star for World War II service.

Kingman

A county in Illinois.

(APB–47: dp. 4,080; l. 328′; b. 50′; dr. 11′2″; s. 10 k.; cpl. 137; a. 8 40mm., 12 20mm.)

Kingman (APB–17) was laid down as *LST–1113;* then reclassified AKS–18 and named *Kingman* 8 December 1944; again reclassified APB–47 on 3 March 1945; launched 17 April 1945 by Missouri Valley Bridge & Iron Co., Evansville, Ind.; sponsored by Mrs. K. B. Bragg; transferred to New Orleans; and commissioned 27 June 1945, Lt. R. J. Figaro in command.

After shakedown in the Gulf of Mexico, *Kingman* cleared Gulfport, Miss., and steamed westward through the Panama Canal, arriving Pearl Harbor 2 September, the day of Japan's historic surrender. Five days later the barracks ship sailed for the Far East, arriving Sasebo 8 October via Eniwetok and Guam. She remained in Japanese ports for 5 months before loading America-bound troops and departing Sasebo 16 March 1946. *Kingman* arrived San Diego 29 April and remained there until she decommissioned 15 January 1947. She was assigned to the Pacific Reserve Fleet and at present is berthed in San Diego.

Kingsbury

A county in east-central South Dakota.

(APA–177: dp. 6,873; l. 455′; b. 62′; dr. 24′; s. 17 k.; cpl. 536; a. 1 5″, 12 40mm., 10 20mm.; cl. *Haskell*; T. VC2–S–AP5)

Kingsbury (APA–177) was launched 16 November 1944 by Oregon Shipbuilding Corp., Portland, Oreg., under a Maritime Commission contract; sponsored by Mrs. Leonard Euckler; and commissioned 6 December 1944, Comdr. J. H. Hughes in command.

After shakedown along the California coast, *Kingsbury* departed San Pedro 9 February 1945. Steaming via Pearl Harbor and Eniwetok, she arrived Iwo Jima 14 March, embarked battle-weary Marines, and returned to Pearl Harbor 5 April via Guam and Eniwetok. Sailing for Seattle 22 May, she arrived 29 May and embarked 1,507 soldiers before departing 15 June for Iwo Jima. Arriving 7 July, she debarked her passengers and then departed 10 July with 262 military passengers for Pearl Harbor where she arrived the 21st.

Supporting U.S. occupation operations in Japan, *Kingsbury* cleared Pearl Harbor 1 September and steamed via Saipan for Sasebo, Japan, where she arrived 22 September to debark occupation troops of the 5th Marine Division. From 25 September to 14 October she made a circular run between Japan and the Philippines to transport additional occupation troops: then she returned to the Philippines 26 October for "Magic-Carpet" duty. With 2,077 homebound troops embarked, she departed Tacloban, Leyte, 30 October and reached San Francisco 17 November. Between 2 December and 9 January 1946 *Kingsbury* made another trip to and from the Far East, carrying 935 replacement troops to Manila and returned 2,058 veterans to the West Coast.

Kingsbury sailed 11 February for the East Coast, arriving Norfolk 3 March. She decommissioned at Portsmouth, Va., 19 April. Turned over to custody of the Maritime Commission 23 April, her name was struck from the Naval Register 1 May. At present she is in the Maritime Defense Reserve Fleet, James River, Va.

Kingsbury received one battle star for World War II service.

Kingsmill

Sir Robert Kingsmill (1730–1805) commanded British ship HMS *Vigilant* during a major battle with a French fleet off Ushant, France, 27 July 1778.

(DE–280: dp. 1,140; l. 289′5″; b. 35′1″; dr. 8′3″; s. 21 k.; cpl. 156; a. 3 3″, 4 1.1″, 9 20mm., 2 dct., 8 dcp., 1 dcp. (h.h.); cl. *Evarts*)

Kingsmill (DE–280) was launched 13 August 1943, by Boston Navy Yard, Boston, Mass.; assigned to the United Kingdom under lend-lease 10 June; and transferred to the British Navy 6 November.

During her service as an escort in the British Navy, *Kingsmill* operated in the English Channel. On 6 June 1944, she supported the amphibious invasion at Normandy, and in November she participated in the invasion of the Netherlands at Walcheren. Her service continued until 22 August 1945, when she was returned to the U.S. Navy and commissioned the same day at Harwick, England. Departing Harwich 26 August, Lt. Comdr. George B. Calkins in command, she arrived Philadelphia 8 September and decommissioned 26 October. He name was struck from the Naval List 16 November. She was sold for scrapping 17 February 1947.

Kingsport Victory

A merchant name retained. Kingsport is a city in northeastern Tennessee.

(T–AK–239: dp. 10,680; l. 455′3″; b. 62′; dr. 28′6″; s. 16.5 k.; cpl. 52; a. none; cl. *Greenville Victory*; T. VC2–S–AP3)

Kingsport Victory (T–AK–239) was laid down under Maritime Commission contract by California Shipbuilding Corp., Los Angeles, Calif., 4 April 1944; launched 29 May 1944; sponsored by Mrs. George O'Brien; and delivered to WSA 12 July 1944.

From July to October 1944 *Kingsport Victory* made cargo runs between the West Coast and Pearl Harbor; then she sailed for the Western Pacific 17 October. After arriving Milne Bay, New Guinea, 2 November, she carried cargo during the remainder of the war to American bases at Eniwetok, Iwo Jima, Guam, Ulithi, and Okinawa. She departed Okinawa 27 December 1945; steamed via Hong Kong, Calcutta, and the Suez Canal; and reached New York 27 February 1946. During the remainder of 1946 she transported cargo between the East and West Coasts.

The cargo ship was acquired by the Navy from the Maritime Commission 1 March 1950 and assigned to MSTS.

Manned by a civilian crew, *Kingsport Victory* operated in the Atlantic, the Mediterranean, and the Caribbean from 1950 until late 1956. Carrying military cargo, she steamed out of New York and Charleston, S.C., to ports in the United Kingdom, Germany, France, Italy, Greece, Turkey, Spain, and North Africa. In addition, she transported supplies from Norfolk, Va., to the Canal Zone and to American bases in the Caribbean.

Loaded with cargo, *Kingsport Victory* departed Norfolk 13 November 1956 for the Far East. Steaming via the West Coast, she reached Yokohama, Japan, 20 December; and, during the next month, she shuttled supplies to Okinawa, Formosa, and South Vietnam. She departed Saigon for the United States 28 January 1957; reached San Francisco 15 February; and arrived New York 8 March to resume transatlantic cargo service.

Between March 1957 and August 1961 *Kingsport Victory* maintained a busy schedule for far-ranging cargo runs that sent her from the eastern Mediterranean to the western Pacific. In addition to numerous round-trip voyages between New York and West European ports, she deployed four times to the Mediterranean where she supported ships of the mighty 6th Fleet. Though operating out of New York, she completed eight deployments to the Far East. Her cargo runs sent her to Japan, South Korea, Formosa, Hong Kong, and Thailand, as well as to the Marshall and Aleutian Islands.

After returning to the United States from the Mediterranean 29 August 1961, *Kingsport Victory* departed New York for the West Coast 5 September. Steaming via

San Diego and San Francisco, she reached Portland, Oreg., 24 September and underwent conversion to a satellite communication ship by Willamette Iron & Steel Co. at Portland. On 14 November she was renamed *Kingsport* and reclassified AG–164.

Designed for use by the U.S. Army Satellite Communications Agency in the defense satellite communications programs, Project ADVENT, *Kingsport Victory* underwent extensive alteration during conversion. A special high frequency radio station was installed for ship-to-shore communications. She received advanced tracking and telemetry equipment and anti-roll stabilization tanks. In addition, a 30-foot, gyro-stabilized, computer-oriented, triaxial, parabolic antenna was installed on her afterdeck. Housed in a 53-foot, plastic, air-pressurized radome, this antenna permitted precision tracking of a high altitude satellite at any angle above the horizon.

From 12 to 26 April 1962 *Kingsport* steamed to the Philadelphia Naval Shipyard where, during the next 6 months, the antenna and radome were installed. Following shakedown and equipment trials off the coast of Virginia, she departed Philadelphia 5 January 1963 and arrived off Lagos, Nigeria, 18 January. During the next 2 months she conducted communications tests in the Gulf of Guinea before returning to Norfolk 29 March.

Between 17 June and 1 July, *Kingsport* again sailed to Lagos. After the successful launching of a synchronous communication satellite (SYNCOM 2) from Cape Canaveral 26 July, she served as terminal control station during the testing and evaluation of the satellite. She departed Lagos 23 September; reached Rota, Spain, 3 October; then sailed the 6th for further communication tests in the Mediterranean. She cruised the Mediterranean from 7 to 25 October and touched at Leghorn, Italy, and Beirut, Lebanon. During this time she conducted successful voice and teletype tests between the United States and ships of the 6th Fleet via satellite. She returned to Rota 26 October; and, after completing additional experiments, she sailed for Norfolk 9 November and arrived 21 November.

Kingsport departed for the Pacific 17 February 1964. Steaming via Puerto Rico and the Panama Canal, she touched at San Diego 13 March and reached Pearl Harbor the 25th. During the next 10 months she steamed between Pearl Harbor and Guam while conducting communication experiments. She supported the evaluation of SYNCOM 3 after its launching 19 August, and communication experiments sent her throughout the Western Pacific and into the Indian Ocean. She continued to support these important tests until July 1965–when she provided her "know-how" and wealth of equipment for NASA's Gemini manned space shots. She served as an on station communications ship between Okinawa and the Philippines during the flight of GT–5 from 21 to 29 August. She supported three more Gemini flights between 4 December and 16 March 1966, then returned to the West Coast the following month. She remained at San Francisco from 18 April to 27 October in a ready reserve status. During November she steamed to the East Coast, and in early 1967 was at New York undergoing repairs and alterations.

Kingsport Victory received one battle star for World War II service.

Kingston, see *Caesar* (AC–16)

Kinsman

(SwStr: t. 245)

In 1854 *Kinsman* was built at Elizabeth, Pa., as *Gray Cloud.* She operated on the Mississippi River and its tributaries from St. Louis. After the capture of New Orleans in the spring of 1862, she was commandeered by General B. F. Butler and fitted out for river service.

Renamed *Kinsman*, the side-wheel steamer operated for the Army, Acting Master George Wiggen in command. With *Calhoun*, *Estrella*, and *Diana*, she engaged Confederate ironclad gunboat *Cotton* in a spirited action 3 November. *Kinsman* was struck under her port bow and the other Union ships were damaged but they forced the Confederate vessel to retire. That night the Northern ships captured *A. B. Seger*, a small Steamer of the Confederate Navy used as a dispatch boat. Five days later

USNS *Kingsport* (T–AG–164), a satellite communications ship

Kinsman and *A. B. Seger* captured and burned steamers *Osprey* and *J. P. Smith* in Bayou Cheval, La.

Kinsman was transferred to the Navy 1 January 1863. With three other ships under overall command of Lt. Comdr. Thomas McKean Buchanan, she attacked the South's defenses at Bayou Teche, below Franklin, La. Vigorous prosecution of the action by Northern vessels forced the Southerners to retire permitting removal of obstructions which had impeded Union ships. Confederate gunboat *Cotton* enaged the attackers but was compelled to retire. Soon thereafter *Cotton's* crew set their ship afire and destroyed her to prevent capture. During the engagement, a torpedo exploded under *Kinsman* unshipping her rudder.

While transporting a detachment of troops 23 February 1863, *Kinsman* struck a snag and sank in Berwick Bay near Brashear City, La. Six men were reported missing.

Kinzer

Born in Rock, W. Va., 22 August 1917, Edward Blaine Kinzer enlisted in the Naval Reserve 26 February 1941. He was appointed Aviation Cadet 3 April and commissioned Ensign 20 October. On 12 November 1941 he was assigned to Scouting Squadron 5 on board *Yorktown* (CV–5). He was awarded the Navy Cross posthumously for extraordinary heroism and extreme disregard of his own personal safety during the Battle of Coral Sea. This aggressive and skillful pilot contributed materially to the sinking or damaging of eight enemy vessels in Tulagi Harbor 4 May and the sinking of Japanese aircraft carrier *Shoho*. On 8 May while on antitorpedo plane control, he died while fiercely engaging "the continued attack of enemy bombing and torpedo planes and their fighter support."

(APD–91: dp. 1,650; l. 306'; b. 37'; dr. 12'7"; s. 23.6 k.; cpl. 204; a. 2 5", 2 40mm., 10 20mm., 3 dct., 9 dcp.; cl. *Edsall*)

Kinzer (APD–91) was launched as DE–232 9 December 1943 by Charleston Navy Yard Charleston, S.C.; sponsored by Mrs. Charles E. Kinzer, mother of Ens. Kinzer; reclassified APD–91, 17 July 1944, converted to a high speed transport; and commissioned 1 November 1944, Lt. Richard C. Young, USNR, in command.

Kinzer departed Norfolk, Va., 1 January 1945, transitted the Panama Canal and docked at San Diego, Calif., 16 January. Two days later she sailed for Pearl Harbor via San Francisco, arriving 29 January. At Pearl Harbor *Kinzer* embarked marines of the Reconnaissance Battalion, Fleet Marine Force, and sailed 12 February for the Pacific war zone. She arrived at Okinawa Gunto for her preinvasion mission 26 March escorting LST's to their landings on Kerama Retto. When night came *Kinzer* landed marines on the various small islands surrounding Okinawa to gather data on terrain and enemy activity. Later, large guns set up on these bits of land aided the initial assault of Okinawa itself. *Kinzer* in company with *Scribner* (APD–122) continued this pattern while dodging enemy suicide planes during patrols and antisubmarine-screen duty until she sailed 15 July 1945 with a convoy headed for Guam. There she picked up *Sargent Bay* (CVE–83) escorted it to Pearl Harbor and continued on to the West Coast, arriving San Pedro, Calif., 9 August.

Completing overhaul, *Kinzer* sailed from San Pedro 6 September 1945, disembarked passengers at Pearl Harbor, Guam, and Ulithi, arriving at Manila 13 October. Ten days later she sailed for Haiphong, Indochina, where she embarked Chinese troops for transfer to Northern China. From 7 November to 22 April 1946, *Kinzer* redeployed Chinese troops in Northern China and called on ports of Chinwangtao, Tsingtao, and Taku, China; Hulutao, Manchuria; and Jinsen, Korea. During this time, she served as flagship for Commander, LST Flotilla 15.

Kinzer cleared Tsingtao 25 April 1946 for the United States. calling at Guam and Pearl Harbor en route, arriving San Pedro 17 May.

Kinzer decommissioned 18 December 1946, entered the Pacific Reserve Fleet at San Diego, and later was moved to San Francisco. Kinzer was struck from the Navy List 1 March 1965; and on 21 April 1965 sold to Nationalist China under the Military Assistance Program.

Kinzer received one battle star for her service in World War II and the China Service Medal.

Kiowa

A tribe of warlike and predatory American Indians, who at one time resided in Missouri. They later moved southward and often joined the Comanches in raids on other tribes and American settlers. Some members of the tribe still reside on a reservation in Oklahoma.

I

(SP–711: l. 35'; b. 9'; dr. 3'6"; s. 10 k.; a. .30-cal. m.g.)

The first *Kiowa* (SP–711) was built 1915 by Lawley & Son Corp., Boston, Mass.; acquired by the Navy 5 May 1917, from Mr. Frank A Marwell; and placed in service 14 May for Harbor Patrol duty in the 1st Naval District. *Kiowa* operated out of Boston in this capacity until placed out of service 24 November 1918. She was returned to her owner 28 March 1919.

II

(Str: dp. 4,500; l. 261'; b. 43'6"; dr. 17'9"; s. 9 k; cpl. 62; a. 1 5", 1 3")

The second *Kiowa* (No. 1842) was launched 1917 by the American Shipbuilding Co., Cleveland, Ohio, taken over from the Atlantic, Gulf & West Indies S.S. Line 26 February 1918; and commissioned the same day, Lt. Comdr. A. Hopen in command.

Assigned to NOTS, *Kiowa* arrived Norfolk 25 March 1918, to transport coal along the Atlantic coast. She returned Hampton Roads during April to load mines for the North Sea mine-laying squadron. *Kiowa* sailed 30 April and arrived Obran, Scotland, 20 May. She made two additional cruises carrying mine equipment to North-Sea ports before clearing Norfolk 6 December with a cargo of coal for Bermuda. *Kiowa* returned Norfolk 22 December, and decommissioned there 16 January 1919 for simultaneous return to her owners.

III

(ATF–72: dp. 1,146 (lt.); l. 205'; b. 38'6"; dr. 14'3"; s. 16.5 k.; cpl. 85; a. 1 3", 4 .50 mg.; cl. *Apache*)

The third *Kiowa* (ATF–72) was launched 5 November 1942, by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; sponsored by Mrs. Hilda How Edwards: and commissioned 7 June 1943, Lt. William O. Kuykendall in command.

After shakedown off Key West, *Kiowa* reported Norfolk and sailed 26 July 1943, for operations off Newfoundland. During that summer the ocean tug performed various services, including towing targets for new *Iowa* (BB–61), enabling the larger ships to fulfill their vital roles. For 6 months *Kiowa* towed all kinds of ships and floating equipment before arriving New York 2 March 1944, to prepare for overseas operations. Sailing 3 weeks later, she arrived Falmouth, England, 19 April as the Allies were in the final planning stages for the Normandy invasion. Loaded with firefighting and salvage equipment, *Kiowa* sailed 3 June; joining a convoy of LST's, she made her way toward the largest amphibious operation of the war. D-day came 3 days later and the tug was actively engaged in repairing landing craft, assisting disabled ships, and performing general salvage duty. She remained off Normandy until 25 July and then operated in British waters before returning to Norfolk 30 September.

For the rest of the war *Kiowa* operated along the Atlantic coast, towing and assisting disabled ships and also escorting Allied merchant ships to the convoy lanes. During late spring 1945, the tug commenced operations as a tanker, fueling a number of ships at sea. Following the war *Kiowa* arrived Argentia, Newfoundland, 21 December for duty in the North Atlantic. From 1946 to 1959 the ocean tug continued operations along the coast from the Canal Zone to Newfoundland, as she engaged in salvage, target and ship towing. These unheralded but vital assignments are a major contribution to the power for peace of the Navy.

Arriving Guantanamo Bay 9 April, *Kiowa* prepared for her assignment in the Caribbean. She cleared San Juan 26 May and took station off Antigua as recovery ship for what was to be the beginning of space flight. On 28 May the tug recovered the nose cone of a Jupiter missile which contained monkeys Able and Baker, the first U.S. space riders. Thus *Kiowa* played a major role lifting America into space.

From 1959 into early 1965 *Kiowa* continued her vital towing operations out of Norfolk, and also performed extensive services at Guantanamo Bay during the tense years since Castro made Cuba a Communist foothold in the Western Hemisphere. The latter part of June and all of July 1965 *Kiowa* operated as a unit of a task force patrolling the West Indies during the second Dominican Republic Crisis. Her primary task was to maintain the off-shore pump for petroleum products to beseiged Santo Domingo. En route to East Coast, the fleet ocean tug recovered experimental mines off San Juan, Puerto Rico, before arriving off her homeport, Little Creek, Va., early in August.

On 7 September *Kiowa* departed for the Mediterranean to join the 6th Fleet in more peace-keeping operations. Arriving off Rota, Spain, the 20th, she began her target-towing, diving, and salvaging duties which continued into 1966.

From 26 January to 26 February 1966 the ship participated in the search for an H-bomb that fell into the Mediterranean off Palomares, Spain, following an Air Force bomber's collision with a air-tanker. *Kiowa* then returned home, via South Wales, England, and San Juan, arriving Little Creek 16 April. *Kiowa* spent the next 5 months towing targets in the Virginia Capes area before entering drydock at Norfolk 27 September.

Her overhaul completed by late January 1967, *Kiowa* returned to operations off the East Coast, cruising from Bermuda to Canada and back into late 1967.

Kiowa received one battle star for World War II service.

Kirkpatrick

Thomas L. Kirkpatrick was born 5 July 1887, in Cozad, Nebr., and was appointed Acting Chaplain, U.S. Navy, 19 February 1918. After serving as chaplain to stations in the United States and abroad, Thomas Kirkpatrick was assigned to *North Dakota* 24 June 1919. For the next 20 years he served on *Utah*, *Pittsburgh* and *Saratoga* in addition to duty at Samoa from 1935 to 1937. He reported to *Arizona* 13 September 1940, and was commissioned Captain 1 July 1941. Captain Kirkpatrick lost his life when *Arizona* was sunk during the Japanese attack on Pearl Harbor 7 December 1941.

(DE–318: dp. 1,200; l. 306′; b. 36′7″; dr. 8′7″; s. 21 k.; cpl. 186; a. 3 3″, 6 40mm., 10 20mm., 9 dcp., 2 dct.; cl. *Edsall*)

Kirkpatrick (DE–318) was launched 5 June 1943, by Consolidated Steel Corp., Orange, Tex., sponsored by Mrs. Genevieve Kirkpatrick, widow of Captain Kirkpatrick; and commissioned 23 October 1943, Lt. Comdr. V. E. Bakanas, USCG, in command.

After shakedown along the Atlantic Coast, *Kirkpatrick* arrived Norfolk 23 December 1943, to commence transatlantic escort duty. From January 1944 to May 1945 she made 1 convoy escort mission to the Mediterranean, and 10 crossings between the United States and the British Isles. On her third voyage, *Gandy* (DE–764) another escort in the convoy rammed a German submarine *U–550* after the U-boat had sunk tanker *Pan Pennsylvania*. Eleven prisoners from the sunken enemy submarine were captured in this action of 16 April 1944.

Kirkpatrick returned New York on completion of her final transatlantic escort mission 15 May 1945. After bombardment exercises in the Caribbean, she sailed for the Pacific. She entered Pearl Harbor 11 July, for tactics with submarines in Hawaiian waters until 29 August when she departed on an escort cruise to the Far East. Departing Sasebo 2 November, *Kirkpatrick* arrived Charleston 8 December 1945, via Pearl Harbor and the Panama Canal. She arrived Jacksonville 5 days later and decommissioned 1 May 1946, at Green Cove Springs, Fla.

Kirkpatrick was reclassified a radar picket ship (DER–318) on 1 October 1951, and recommissioned 23 February 1952, Lt. Comdr. George S. Davis in command. After shakedown and training out of Guantanamo Bay, Cuba, *Kirkpatrick* reported to Newport 11 July 1952, for radar picket operations on the Atlantic Barrier, the seaward extention of the Distant Early Warning (DEW) line across northern Canada. She manned radar picket stations in the North Atlantic until 1960, a seaborne unit of the air defense system of the United States and Canada. Incidental to this service she visited ports of northern Europe in the summers of 1958 and 1959. The radar picket ship departed Newport 27 March 1960, and arrived Philadelphia 2 days later. She decommissioned there 24 June 1960, and entered the Atlantic Reserve Fleet. At present she is berthed at Philadelphia.

Kirwin

John Joseph Kirwin was born 4 July 1918, in Newport, R.I., and enlisted in the U.S. Naval Reserve 11 December 1935. Kirwin was appointed Midshipman 11 August 1937, and commissioned Ensign 7 February 1941, reporting for duty aboard *Savannah* (CL–42). During World War II, Kirwin was appointed Lieutenant (j.g.) 16 June 1942, and saw action aboard *Savannah* in the North African and Sicilian campaigns. He was promoted to Lieutenant 1 December 1942.

On 11 September 1943, while bombarding German shore defenses in Salerno Bay, Sicily, *Savannah* and her sister cruisers came under heavy aerial attack. The cruisers and British spitfires drove off nearly 60 German bombers before 1 aimed a secret-type bomb at *Savannah*. The radio-controlled, armor-piercing bomb struck *Savannah's* number three turret immediately in front of the bridge.

For his part in this action, Lt. Kirwin was awarded the Navy Cross with the following citation: "For extraordinary heroism as a turret officer. . . . When the detonation of an enemy bomb set off numerous fires and filled the turret with dense smoke and toxic gases, Lt. Kirwin promptly ordered the area abandoned and despite the imminent danger, stood by his station in the turret booth. With full knowledge of the serious hazards involved and with complete disregard for his own personal safety, he calmly supervised evacuation and deliberately remained behind to aid in saving the lives of as many of his command as possible . . . he eventually succumbed in the stricken booth, gallantly sacrificing his own life in order that his men might live."

(APD–90: dp. 1,650; l. 306′; b. 36′10″; dr. 9′8″; s. 24 k.; cpl. 186; a. 12 20mm.; cl. *Rudderow*)

Kirwin (DE–229) was launched 15 June 1944, by the Philadelphia Navy Yard, Philadelphia; sponsored by Mrs. Andrew J. Kirwin, mother of Lt. Kirwin; reclassified APD–90, on 7 July 1944; and commissioned 4 November 1945, Lt. Comdr. Lloyd G. Benson, USNR, in command.

After shakedown in the Chesapeake Bay, *Kirwin* cleared Norfolk 29 January 1946, and arrived Green Cove Springs

2 days later. *Kirwin* decommissioned there 6 April 1946, and was assigned to the Atlantic Reserve Fleet.

Kirwin recommissioned 15 January 1965, and in February sailed to Newport News for overhaul. She got underway for Guantanamo Bay 6 July and spent the next 5 weeks on atomic-defense, antisubmarine, and gunnery exercises. The destroyer escort visited San Juan, Puerto Rico, en route to Little Creek, Va., arriving 22 August. She sailed 29 November for the Caribbean to join Task Force 184 for amphibious and antisubmarine exercises. She returned to Little Creek 16 December.

In 1966 *Kirwin* operated out of Little Creek, Va., on training exercises along the Atlantic Coast and the Caribbean until heading for the Mediterranean 15 August. Arriving Rota, Spain, 10 days later, she visited Italy, Malta, Greece, Tunisia, Spain, and Morocco before returning home 3 December. She operated along the West Coast in 1967 preparing for future assignments.

Kishwaukee

A river in Illinois.

(AOG–9: dp. 4,130; l. 311′; b. 49′; dr. 14′6″; s. 15.5 k.; cpl. 127; a. 4 3″; 12 20mm.; cl. *Patapsco*)

Kishwaukee (AOG–9) was launched 24 July 1943, by Cargill Shipyard, Savage, Minn.; sponsored by Mrs. John Shipp; and commissioned 27 May 1944, Francis M. Hillman, USNR, in command.

After shakedown, *Kishwaukee* cleared Norfolk 8 July 1944, and joined the Service Squadron at Pearl Harbor 10 August. She completed a 2-month shuttle among the central Pacific islands before sailing west to support the reconquest of the Philippine Islands. *Kishwaukee* arrived off Leyte late in October and operated as station tanker, fueling ships in the vicinity. She supported the Philippine campaign until she sailed 1 February 1945, for operations in the Palau and Caroline Islands.

Late in March, as the war moved closer to Japan, *Kishwaukee* sailed for the Ryukyus to fuel ships engaged in the invasion of Okinawa. In spite of the constant enemy air raids, the oiler remained as station tanker until after Okinawa had been secured and continued servicing Allied ships in Okinawa until sailing for Japan, arriving Sasebo 22 December. Following 6 months as station tanker in the Far East, *Kishwaukee* cleared Japan 5 July and put into San Pedro 31 July.

From 1946 to 1950 *Kishwaukee* remained on active service with the Pacific Fleet. Based at Pearl Harbor she alternated tours in the Far East with cruises among the islands off the South and Central Pacific.

During the Korean conflict, she supplied vital fuel to Pacific staging areas and operated as a station ship out of Sasebo November through December 1950. Upon cessation of Korean hostilities, *Kishwaukee* resumed fuel shuttles from Pearl Harbor to the Pacific Islands and Alaska.

During 1954 the oiler unloaded cargo in French Indochina as the war in that country was nearing an end. That August she sailed to Formosa with a supply of aviation gasoline in anticipation of a possible Red Chinese attack on Nationalist held islands in the Formosa Straits. *Kishwaukee* returned Pearl Harbor 17 October and for the next 3 years continued runs between Hawaii and the Marshall Islands before sailing for the West Coast 10 November 1957. She arrived Astoria, Oreg., 11 December and decommissioned at Seattle 2 April 1958. Her name was struck from the Navy List 1 July 1960. *Kishwaukee* remained with the Maritime Administration Reserve Fleet until October 1965, when her name reappeared on the Navy List. The ship underwent extensive overhaul at Astoria, Oreg., and recommissioned 1 September 1966. After fitting out, *Kishwaukee* arrived Pearl Harbor, her homeport, 7 October 1966. Following shakedown training, she sailed to the Far East 5 December and arrived, via Guam, at Subic Bay 22 December. The gasoline tanker entered the combat zone the last day of the year and supplied fuel for naval aircraft for strikes against Communist targets ashore. From 2 January 1967 into April she operated out of Da Nang, Vietnam, before departing for Yokosuka, Japan, arriving 30 April. *Kishwaukee* continued on to Pearl Harbor and joined ServRon 5 after her arrival 15 May.

Kishwaukee received two battle stars for World War II service.

Kite

A small or medium bird of the hawk family.

I

(AM–75: dp. 482′; l. 124′3″; b. 23′0″; dr. 10′6″; s. 9 k.; a. 1 3″)

The first *Kite* (AM–75) was built in 1928 as beam trawler *Holy Cross* by Bath Iron Works, Bath, Maine; purchased by the Navy from H. C. Trawling Corp. 11 September 1940; and commissioned 3 March 1941, Lt. Comdr. George L. Burns in command.

Kite cleared Boston 27 March 1941; and, after training exercises with the mine warfare school Yorktown, Va., she operated with the Support Force out of Norfolk. Five months later she sailed for Newfoundland arriving Argentia 31 August for minesweeping operations in the North Atlantic. From August 1941 to 3 May 1944, *Kite* swept sea lanes in frigid Newfoundland waters. Clearing Argentia, *Kite* arrived Boston 7 May and decommissioned at Quincy, Mass., 14 August 1944. She was transferred to WSA 2 March 1945 and sold.

Kite (AM–403) was cancelled during construction 12 August 1945.

II

(YMS–374: dp. 270; l. 136′; b. 25′; dr. 8′; s. 15 k.; cpl. 32; a. 1 3″, 2 20mm.; 3 dcp., 2 dct.)

YMS–374 was launched 17 February 1944 by Weaver Shipyards, Orange, Tex.; and commissioned 31 May 1944, Lt. (j.g.) Robert A. Harris in command.

After shakedown out of Little Creek, Va., and minesweeping operations in Massachusetts Bay, *YMS–374* cleared Boston 30 September and steamed toward the Pacific war zone. The minesweeper arrived Pearl Harbor 18 November; and, following formation sweeping maneuvers, sailed 22 January 1945 escorting LST Flotilla 21 to Saipan.

As the struggle on the "road to Japan" was intensified, the minesweeper prepared for conquest of Iwo Jima. Arriving off the volcanic island 17 February, she cleared lanes for landings scheduled 2 days later. Following the invasion *YMS–374* made antisubmarine patrols, escorted support ships, and laid smoke screens before retiring to the Philippines and arriving Leyte 8 March.

The minesweeper steamed into Saipan 28 March and for nearly 5 months she operated in the Marianas on ASW patrols, convoy escort, submarine training exercises, and plane guard duty for crews of downed B–29 bombers. After the fighting stopped *YMS–374* sailed for Kakyo To Island on the southwestern coast of Korea to clear approaches to Jinsen for the landing of occupation troops. She swept Korean waters until she sailed 7 September for minesweeping operations in the Nagasaki-Sasebo area.

YMS–374 departed Japan 29 December and arrived on the West Coast in January 1946.

After a year of operations out of California she was reclassified AMS–22 on 18 February 1947 and assigned the name *Kite*. She decommissioned that same day and was placed in the Pacific Reserve Fleet.

Kite recommissioned 9 May 1949, Lt. (j.g.) Nicholas Grkovic in command. After repairs in San Diego and Long Beach, she sailed for Pearl Harbor 25 July and cleared Hawaii 26 September for operations in the Western Pacific out of Japan. Soon after Communist aggres-

USS *Kishwaukee* (AOG–9)

sors invaded South Korea, *Kite* sailed 13 July 1950 for Pusan to aid in the effort to contain the Communist drive. Operating in the Pusan area through most of the summer, *Kite* sailed 12 September to clear waters approaching Inchon. The American amphibious assault which followed there was among the most successful operations of the war and began a great Allied land offensive. During October, as the drive into North Korea gathered momentum, the minesweeper arrived Wonsan to open the mined harbor to Allied supply ships and then retired to Yokosuka for repairs.

Kite returned to the conflict zone 5 January 1951, and for the rest of the conflict she continued mine clearing operations along the Korean coast. Her services allowed Allied supply and fire support ships to complete their missions through heavily mined waters. After the Korean truce 27 June 1953, *Kite* remained in the Far East continuing minesweeping operations out of Korea and Japan.

Kite was reclassified MSC(O)–22 on 7 February 1955. She was transferred to the South Korean Navy 6 January 1956 and renamed *Kim Po* (MSC(O)–520).

Kite received 2 battle stars for World War II service and 10 stars for Korean service.

Kite, see *Otter* (OYFB–663)

Kitkun Bay

An Alaskan Bay on the southeast coast of Prince of Wales Island.

(CVE–71): dp. 7,800; l. 512'3"; b. 65'; ew. 101'1"; dr. 22'6"; s. 19 k.; cpl. 860; a. 1 5"; 16 40mm., 20 20mm., 28 ac.; cl. *Casablanca*: T. S4–S2–BB3)

Kitkun Bay, originally designated as an AVG, was classified as ACV–71 on 20 August 1942 and reclassified as CVE–71 on 15 July 1943. Laid down 3 May 1943 she was launched 8 November 1943 by Kaiser Shipbuilding Co., Inc., Vancouver, Wash., under a Maritime Commission contract; sponsored by Mrs. Edward A. Cruise; and commissioned 15 December 1943, Captain J. P. Whitney in command.

After a shakedown along the Pacific coast, *Kitkun Bay* departed San Diego 28 January 1944 on a replenishment voyage to the New Hebrides bases. After loading passengers, planes, and other cargo, she sailed for home 18 February via Pearl Harbor and arrived San Diego 6 March. Upon her return, the planes of VC–5 were brought aboard for training and assignment. With Rear Admiral Harold B. Salada, Commander, Carrier Division 26 embarked, she sailed 1 May for Pearl Harbor and the completion of her training exercises.

On 31 May her task unit sortied forth to escort the bombardment and transports units of Task Group 52.17 to Saipan. On 13 June her planes shot down their first enemy aircraft and the next day began the bombing and strafing of enemy positions in the Marianas. *Kitkun Bay*'s planes alternated flying support missions for the Saipan landings and air cover for ships east of this island. Eight enemy planes were splashed in attacks on her formation on the 17th and her own guns downed three more the

next day. Early July brought a brief respite at Eniwetok but 14 July she resumed support sorties at Saipan, Tinian, and from 2 to 4 August at Guam.

Withdrawn, she steamed to Espiritu Santo, New Hebrides, for upkeep before sailing to the Solomons for additional practice in support of amphibious operations. Heading westward on 8 September her task unit escorted an assault force to Peleliu and Angaur Islands in the Palaus group and provided cover from the 15th to 21st. Withdrawn to Manus, Admiralty Islands, she made preparations for the invasion of Leyte, P.I., and her finest hour.

Departing 12 October she soon joined Rear Admiral Clifton Sprague's task unit "Taffy 3" composed of 6 CVE's and their screen of escorts. On 20 October *Kitkun Bay* began launching strikes against Leyte. These operations conducted from a position east of Samar Island continued until early in the morning of the 25th when Japanese warships were sighted on the northwest horizon. Admiral Kurita's powerful Center Force had passed through the San Bernadino Straits unnoticed, hoping to destroy the supply ships off Leyte. Not designed to exchange gunfire with surface warships "Taffy 3" launched what planes were ready and turned southward behind a smoke screen. In the ensuing 2½-hour running battle, the courageous maneuvers and skillful action of its screen, the diverting attacks by its planes, the astute orders of its command officers averted annihilation. In the forefront of the circular formation *Kitkun Bay* escaped any direct hits as the shells splashed ever closer until 0925 when the enemy suddenly broke off the engagement and retired. The less fortunate *Gambier Bay* and three escort ships went down fighting valiantly; while suffering some gunfire damage, the Center Force lost three cruisers as a result of the attacks of the aircraft of "Taffies 2 and 3."

The final phase of the epic Battle of Leyte Gulf was the retaliatory air strikes by both sides. Before the "Forenoon" watch had expired, *Kitkun Bay* had splashed a suicidal Betty but had also been crashed by a Zeke which struck the port catwalk killing 1 man and wounding 16. The losses for the day also included two planes and their crews. The next day she sailed for Manus in the Admiralty Islands for replenishment and repairs.

Arrived 1 November, she departed Manus the 7th for Pearl Harbor where VC–5 was replaced by VC–91. Despite a submarine attack en route, *Kitkun Bay* returned safely to Manus 17 December. New Year's Day 1945 dawned with CVE–71 steaming as part of Task Unit 77.4.3 (Lingayen Transport Cover Group) bound for the invasion of western Luzon. After passing through Surigao Straits, the convoy underwent a series of air attacks. Air cover destroyed seven enemy planes but at 1857 an Oscar got through and crashed *Kitkun Bay*'s portside amidships at the waterline. Almost simultaneously a 5-inch shell struck her starboard side. The resultant fires and flooding were brought under control but 16 were dead and 37 wounded. The following day with a list and only one engine operating she withdrew and proceeded by stages first to Leyte, Manus, Pearl Harbor and arrived San Pedro, Calif., 28 February.

Two months later she sailed again for the Western Pacific. After a training period in the Hawaiian Islands, she departed 15 June for Ulithi and duty with the 3d Fleet. On 3 July *Kitkun Bay* sortied forth with other escorts and ships of the "train" for support of the fast carriers operating off the coast of Japan. Mid-August she was reassigned to Task Force 44 gathering at Adak, Alaska, to escort Admiral F. J. Fletcher, COMNORPAC, who had been designated to receive the formal surrender of the Japanese in northern Honshu and Hokkaido. Arrived off Honshu 7 September, she remained in the area until the 27th, seeing to the feeding and transportation of American prisoners of war. Detached to participate in Operation "Magic-Carpet," she first debarked 554 troops at San Francisco 19 October. Additional voyages to Pearl Harbor and Okinawa concluded 12 January 1946 at San Pedro, Calif.

Kitkun Bay entered Puget Sound Naval Shipyard, Bremerton, 18 February and decommissioned 19 April. Sold 18 November 1946 to Zidell Machinery & Supply Co., Portland, Oreg., she was scrapped early in 1947.

In addition to the Presidential Unit Citation *Kitkun Bay* earned six battle stars during World War II.

Kittanning

A town in Armstrong County in western Pennsylvania located on the Allegheny River 37 miles northeast of Pittsburgh. In Iroquois dialects the word, kittanning, means "on the great stream."

(YTB–787: dp. 325 (lt.); l. 109'; b. 28'; dr. 13'; s. 12 k.; cpl. 12; cl. *Pontiac*)

Kittanning (YTB–787) was laid down 22 December 1965 by Marinette Maine Corp., Marinette, Wis.; and launched 29 March 1966.

The new large harbor tug was placed in service in the Pacific Fleet 27 October 1966; and in 1967 operates out of Yokosuka, Japan, assisting ships of the American and Allied navies in the Far East. Her labors, like those of countless other service ships, are a major source of American naval strength in the Far East helping to prevent that troubled region from being engulfed by war or communism.

Kittatinny

A long mountain ridge in Pennsylvania and New Jersey continuing the Delaware Water Gap.

(Sch: t. 450; l. 129'; b. 29'; dph. 11'6''; cpl. 66; a. 4 32-pdrs.)

Kittatinny was a three-masted schooner purchased by the Navy at Philadelphia as *Stars and Stripes* from Simpson and Neile 21 September 1861; and commissioned at Philadelphia Navy Yard 9 December 1861, Lt. George E. Welch in command.

Assigned to the Gulf Blockading Squadron, she departed the Delaware 20 December and reached Key West 10 days later. An active blockader in the Gulf of Mexico, she shared in the capture of *Major Barbour* attempting to slip through the blockade with a cargo of gunpowder, niter, sulphur, percussion caps, and lead for the Confederate Army. She took schooner *Julio* near Barataria 11 May and captured schooner *Emma* 27 September. Schooner *Matilda* fell prey to the vigilant Union blockader off Matagarda Bay, Texas, 25 November; and schooner *Diana* was taken the next day. *Kittatinny* took sloop *D. Sargent* off Galveston 12 March 1863 shortly before sailing to New York for repairs.

Kittatinny recommissioned at New York 10 June 1863, Acting Master Isaac D. Seyburn in command. On the 15th she sailed on a cruise in the North Atlantic seeking Confederate raider *Tacony*, a ship taking a heavy toll on Northern shipping. She returned to New York on the 29th and sailed 11 August to return to the West Gulf Blockading Squadron for duty off the Texas coast. She arrived on station 2 September; and on the 22d she chased an unidentified schooner ashore where the blockade runner was burned by her crew. She captured schooner *Reserve* 25 October.

Early in 1968 *Kittatinny* sailed via New Orleans to Pensacola, where she was based for over a year. On 25 March 1865 she sailed for Mobile Bay, where she served until after the end of the Civil War. She stood out from Mobile Bay 8 August; touched Pensacola; and arrived New York 1 September where she decommissioned on the 14th. *Kittatinny* was sold at public auction 27 September 1865 to D. McCarty & Son.

Kittaton

A creek in Virginia named for an Indian word meaning "the great town or village."

(YTB–406: dp. 238; l. 100′; b. 25′; dr. 9′7″; s. 12 k.; cpl. a. none; cl. *Sassaba*)

Kittaton (YTB–406) was laid down as YT–406; reclassified YTB–406 on 15 May 1944; launched 30 June 1944, by Ira Bushey & Sons, Inc., Brooklyn, N.Y.; and placed in service 19 January 1945, Ens. T. J. Barfield in command.

Assigned to duty in the Pacific, *Kittaton* joined Task Force 16 at Pearl Harbor 21 May. Departing 2 days later, she steamed via Kwajalein and arrived Guam in June for towing operations out of Apra Harbor. *Kittaton* served at Guam and in the western Pacific until February 1947 when she was assigned to further duty with Service Force, Pacific Fleet. Reclassified YTM–406 in February 1962, *Kittaton* in 1967 remains on active service with the Pacific Fleet out of Subic, Philippines.

Kittery

A coastal city in southwestern Maine.

I

(AK–2: dp. 3,300; l. 293′8″; b. 40′6″; dr. 13′3″; s. 15.5 k.; cpl. 87; a. none)

Kittery (AK–2) was launched as the German transport, *Praesident*, 30 November 1905, by G. Seebach Co., Bremerhaven, Germany. Owned by the Hamburg-American Line, *Praesident* operated throughout the waters of the West Indies and the Caribbean. After the outbreak of World War I, she was suspected of supplying German cruisers in the Leward Islands. Following several harrowing cruises, during which she narrowly avoided capture by English and French ships, she entered the port of San Juan, P.R., early in 1915 and was interned with two other German merchantmen. After the United States entered the war in April 1917, she was taken over 14 May by the U.S. Navy. *Praesident* sailed to the United States escorted by *Hancock* (AP–3) and was refitted for naval service. She commissioned as *Kittery* 6 July at Philadelphia, Lt. Comdr. Charles Geddes, USNRF, in command.

Assigned to cargo and troop transport duty between the United States and the West Indies, *Kittery* departed Philadelphia 18 July. Operating out of Charleston, S.C., she made monthly trips during the remainder of the war to supply American forces. After the war she continued her cargo service from Charleston and Norfolk for more than 15 years, making scores of runs to West Indian ports. Following a final trip to Guantanamo, Port-au-Prince, and Cape Haiten, she arrived Norfolk 21 December 1932. She proceeded to Philadelphia 28 January 1933, arriving the 30th. *Kittery* decommissioned 5 April, and her name was struck from the Navy List 11 April, 1933. Transferred to the USSB 26 June 1933, she was scrapped in 1937.

II

(PC–1201: dp. 295; l. 174′; b. 23′; dr. 8′; s. 20 k; cpl. 60; a. 1 3″, 1 40mm., 3 20mm., 2 rkt., 2 dcp., 2 dct.; cl. *PC–592*)

USS *Kittery* (AK–2)

PC–1201 was laid down 12 December 1942 by Consolidated Shipbuilding Corp., Morris Heights, N.Y.; launched 14 February 1943; sponsored by Mrs. A. E. Bradbury and Commissioned 11 June, Lt. (j.g.) William W. Huffman in command.

After shakedown and sound training off Florida, *PC–1201* was assigned to escort convoys in the Caribbean. Arriving Guantanamo Bay, Cuba, 20 August 1943, she sailed 7 days later on her first escort cruise to Trinidad. Throughout the remaining months of World War II, *PC–1201* continued the Guantanamo-Trinidad runs protecting supply laden convoys from evening U–boat attacks.

After the defeat of Nazi Germany, the sub chaser continued air-sea rescue operations out of Trinidad and Cuba until she sailed for New York via Puerto Rico and Norfolk, arriving Tompkinsville, Staten Island, N.Y., 21 June. *PC–1201* decommissioned there 30 July 1946, then began duty as a Naval Reserve Training Ship. She operated in this status until 1950 when she joined the Atlantic Reserve Fleet at Boston.

While berthed at Boston, *PC–1201* was named *Kittery* 15 February 1956. She was sold 9 October 1959 to Hughes Brothers Inc., New York, N.Y.

Kittiwake

Any of several gulls of genus *Rissa* which are found along the Atlantic and Pacific coasts of North America.

(ASR–13: dp. 1,780; l. 251'4"; b. 42'; dr. 16'; s. 16 k.; cpl. 115; a. 1 3", 4 20mm.; cl. *Chanticleer*)

Kittiwake (ASR–13) was launched 10 July 1945, by Savannah Machine & Foundry Co., Savannah, Ga.; sponsored by Mrs. Howard S. Rue, Jr.; and commissioned 18 July 1946, Lt. L. H. Collier in command.

After shakedown, *Kittiwake* departed Charleston, S.C., 3 October for Balboa, Canal Zone, arriving 8 October. Assigned to support and rescue duty with Submarine Squadron 6, the submarine rescue ship accompanied submarines during sea trials and maneuvers to monitor diving operations; to practice underwater rescue procedures; and to recover practice torpedoes. While based at Balboa, her operations carried her to the Virgin Islands, to Puerto Rico, and along the Atlantic coast to the Davis Strait.

Departing Balboa 31 May 1949, *Kittiwake* arrived Norfolk 6 June to continue duty with SubRon 6. From 17 January to 1 February 1950 she provided divers and equipment during salvage operations to free *Missouri* (BB–63), grounded in tidal banks off Thimble Shoals, Va. During the 1950's she cruised the Atlantic from New England to the Caribbean while supporting ships of the Silent Service with a trained and highly skilled crew. And while on station off the coast of Cape Canaveral, Fla., 20 July 1960, she stood ready to assist *George Washington* (SSB(N)–598) as the mighty nuclear-powered submarine successfully launched the first two Polaris ballistic missiles ever fired from a submarine beneath the sea.

Kittiwake continued operating out of Norfolk until 1 August 1961 whne she departed for the Mediterranean. Arriving Rota, Spain, 15 August, she cruised the Mediterranean from Spain to Greece while deployed with the 6th Fleet. After supporting submarine maneuvers out of Pireaus, Greece, from 20 September to 9 October, she departed the Mediterranean 8 November and arrived Norfolk the 18th. She then conducted operations out of Norfolk for the next 18 months. While on duty off Key West 2 February 1963, she sighted a Cuban boat, *Jose Maria Perez;* took on board 12 refugees (including 3 children) fleeing Communist oppression in Cuba; and carried them to safety at Key West.

Departing Charleston, S.C., 16 April, *Kittiwake* arrived St. Nazaire, France, 3 May with two LCU's in tow. She proceeded to the Mediterranean 10 May and reached Rota the 14th. For more than 2 months she participated in fleet operations before departing Rota 31 July for the United States. Returning to Norfolk 10 August 1963, she resumed training and support operations with submarines, along the Atlantic coast. Through 1964 and 1965, *Kittiwake* continued her role in maintaining the readiness of individual submarines which were to carry out their missions of defense and deterrant effectively. She escorted them as they left the East Coast shipyards for sea trials, standing ready to come to their rescue should difficulties arise. Constant exercise in use of weapons by submarines was furnished by *Kittiwake,* such as running as a target and recovering exercise torpedoes and mines. The operations ranged from the Virginia Capes to the Atlantic missile range off Florida. On 6 April 1965, she departed Norfolk with submarines for exercises off the coast of Spain, thence to the Mediterranean Sea.

Kittiwake departed Toulon 31 May 1965, to operate out of Rota, Spain, in support of FBM's of Submarine Squadron 16: *Andrew Jackson, Woodrow Wilson, James Madison,* and *Nathan Hale.* Following torpedo recovery and training off the coast of Spain, she sailed for Holy Loch 30 June 1965, to give support to Submarine Squadron 14. She recovered torpedoes for *James Monroe* and *John Adams,* provided underway training for men of tender *Hunley,* then sailed 20 July for Norfolk, arriving 30 July 1965. During the autumn months, *Kittiwake* guarded new Polaris submarines, *Lewis & Clarke* and *Simon Bolivar,* during their builders sea trials prior to commissioning.

Kittiwake operated on the East Coast and in the Caribbean until sailing for the Mediterranean 8 July 1966. She reached the Bay of Cadiz on the 20th and transited the straits 2 days later. She operated in the Mediterranean until emerging at Rota, Spain, 1 September. She headed for Holly Loch, Scotland, on the 6th and arrived on the 11th. Four days later she was ordered to the North Sea to assist in locating and salvaging German submarine *Hai* (S–171). She reached the scene of the tragedy 17 September and remained on hand assisting salvage operations until the 20th. She continued to operate off Western Europe until returning to Norfolk 13 November. *Kittiwake* operated on the East Coast into 1967.

Kittiwake, see *Curlew* (IX–170)

Kittiwake, see *Curlew* (AM–69)

Kittiwake, see *YP–199*

Kittiwake, see *YP–570*

Kittson

A county in Minnesota.

(APA–123: dp. 14,800; l. 455'; b. 62'; dr. 28'; s. 16.5 k.; a. 1 5", 12 40mm., 10 20mm.; cl. *Haskell*)

Kittson (APA–123) was launched 28 August 1944 by the California Shipbuilding Corp., Wilmington, Calif., under a Maritime Commission contract; acquired by the Navy 4 November 1944; and commissioned 5 November, Captain G. B. Helmick in command.

After shakedown along the Pacific coast, *Kittson* cleared San Diego 26 December 1944 with the 4th Marine Aircraft Wing aboard. She arrived Majuro 12 January 1945; unloaded the Marine unit; and sailed for Leyte, arriving 1 February. While operating in the Philippines for the next 6 weeks, the attack transport prepared for the Okinawa invasion.

Departing Leyte 27 March with units of the 7th Division on board, *Kittson* arrived off Hugushi Beach, Okinawa, 1 April. After the air was cleared of enemy aircraft, the transports commenced unloading troops and cargo for the largest amphibious assault to take place in the Pacific. *Kittson* stood off the area unloading cargo and assisting in smoke screen operations until she sailed for the West Coast 7 April and Pearl Harbor. She

steamed into San Francisco Bay 30 May, loaded cargo and sailors for the final push on Japan, and cleared port 6 June.

Stopping at Eniwetok and Ulithi en route, *Kittson* arrived Okinawa 24 July, unloaded cargo, and steamed toward Guam. While the transport was at Guam, hostilities ended; and she was assigned to ferry occupation troops to Japan. She made two runs from Cebu, Philippines, to Japan before clearing Tokyo Bay with troops for China. Arriving Taku Bay 24 October, *Kittson* was assigned to "Magic-Carpet" duty and sailed with her first group of returning veterans 2 November, arriving San Diego 24 November. After completing another "Magic-Carpet" cruise to Japan, the transport tied up at San Pedro 13 January 1946. *Kittson* sailed for the East Coast, arriving Norfolk 4 February, and decommissioned 11 March 1946. She was returned to the Maritime Commission 2 days later. *Kittson* was placed in the National Defense Reserve Fleet and at present is berthed at James River, Va.

Kittson received one battle star for World War II service.

Kitty Hawk

A small village in North Carolina where the Wright brothers made the world's first airplane flight 17 December 1903.

I

(APV–1: dp. 14,000; l. 478'; b. 63'6"; dr. 22'10"; s. 17 k.; cpl. 245; a. 4 3", 1 5"; cl. *Kitty Hawk*)

Kitty Hawk (APV–1), formerly SS *Seatrain New York*, was built in 1932 by Sun Ship Building & Dry Dock Co., Chester, Pa.; acquired by the Navy 25 June 1941; renamed *Kitty Hawk* 8 July; converted to an aircraft transport by Tietjin & Land Dry Dock Co., Hoboken, N.J.; and commissioned 26 November 1941, at New York Navy Yard, Comdr. E. C. Rogers in command.

After shakedown *Kitty Hawk* departed New York 16 December 1941, for Hawaii via the Panama Canal with aircraft to replace America's losses in the Japanese attack and arrived Pearl Harbor 8 February 1942. She unloaded her planes at Hickam Field and returned to the mainland 25 February. *Kitty Hawk* returned to Pearl Harbor 17 May. Intelligence reports arrived indicating that a Japanese fleet was approaching the Hawaiian Islands. Immediately *Kitty Hawk* loaded the men, armament, and equipment of the 3d Marine Defense Battalion and planes of Marine Air Groups 21 and 45 and sailed at top speed to reinforce Midway, escorted by *Gwyn*. En route a PBY reported a submarine in the area which *Gwyn* drove off with a heavy barrage of depth charges, enabling *Kitty Hawk* to deliver her vital fighting men and aircraft to Midway 26 May 1942.

Escorted by destroyers *Gwyn* and *Sicard*, *Kitty Hawk* departed Midway 29 May and arrived Honolulu 1 June 1942. On 5 June at Pearl Harbor she learned of the great American victory in the Battle of Midway, which turned back a giant Japanese offensive with disastrous results to the Japanese carrier attack force. That same day the proud aircraft transport sailed for the West Coast, arriving San Diego 13 June.

Kitty Hawk returned to Pearl Harbor 31 July 1942; loaded men, equipment and airplanes of the 2d Echelon of the 23d Marine Air Group; and set course for Port Vila, Efate, New Hebrides, arriving 28 August. She moored alongside escort carrier *Long Island* (CVE–1) transferring 40 aircraft which were immediately catapulted by *Long Island* and flown directly into combat on bitterly-contested Guadalcanal.

She sailed 4 October for San Francisco, discharged and loaded cargo, then headed for Pearl Harbor, arriving 20 October. Loading badly-needed airplanes for the Army, she steamed to Palmyra, arriving 30 October. There, under hazardous conditions, she embarked more planes, cargo and passengers. Sailing on 2 November, she arrived Dumbea Bay, Noumea, 10 November where she picked up men from *Hornet*'s air group after that valiant carrier had gone down in battle. Arriving at Espiritu Santo, New Hebrides, 13 November, she discharged army aviators and planes. *Kitty Hawk* sailed from Espiritu Santo 22 November for home with 359 passengers, arriving San Diego 7 December. Carrying men and equipment of Marine Air Group 12, she got underway 4 January 1943, for the New Hebrides, arriving at Espiritu Santo 22 January; but, as enemy air raids prevented unloading, she sailed on to Pallikulo Bay, a safer place; then departed for Undine Bay, Efate, where she finished unloading men, munitions and aircraft of Marine Air Group 12. *Kitty Hawk* returned to San Diego 20 February.

Between 20 February 1943 and 25 June 1944, *Kitty Hawk* made seven voyages to Hawaii and seven to the Southwest Pacific carrying vital aircraft, fighting men and munitions to be used in pressing forward toward Japan and victory. The ship was reclassified AKV–1 on 15 September 1943. She returned to the West Coast and arrived at San Francisco for overhaul 5 August 1944.

Kitty Hawk loaded passengers, planes, and cargo at San Diego and sailed 29 August for Finschhafen, New Guinea; Seeadler Harbor, Manus, Admiralty Islands; Guadalcanal; and Espiritu Santo, returning San Diego 12 October 1944.

Kitty Hawk sailed directly from San Francisco to Manus, arriving 12 November. From Manus she steamed to the Solomons to pick up men of a radio control drone unit; called at Guadalcanal 26 November, Espiritu Santo 30 November; then sailed for Pearl Harbor, arriving 9 December. Two days later she sailed to Maui Island, where she debarked the radar control unit.

After minor repairs at San Diego, *Kitty Hawk* sailed 7 January 1945, to various ports in the South Pacific; returned to San Francisco 17 February; made a quick turn about; and steamed back to the forward area, returning to the West Coast 12 June.

Kitty Hawk received news of the end of hostilities 13 August 1945, while at Pearl Harbor. Basing from Pearl Harbor, she carried military cargo to the Marshalls, the Marianas, and the Philippines. She departed Pearl Harbor 24 November for the East Coast. *Kitty Hawk* arrived Bayonne, N.J., 15 December 1945; visited Norfolk; then decommissioned at New York 24 January 1946; and was returned to her owner, Seatrain Lines, Inc., the same day.

II

(CVA–63: dp. 60,000; l. 1,047'6"; b. 129'4"; ea. 252'; s. 35 k.; cpl. 4,582; a. Ter. mis.; cl. *Kitty Hawk*)

The second *Kitty Hawk* (CVA–63) was laid down by the New York Ship Building Corp., Camden, N.J., 27 December 1956; and launched 21 May 1960; sponsored by Mrs. Neil H. McElroy; and commissioned 21 April 1961 at Philadelphia Naval Shipyard, Captain William F. Bringle in command.

Following shakedown in the Western Atlantic, *Kitty Hawk* departed Norfolk 11 August 1961. After a brief stop at Rio de Janeiro, where she embarked the Secretary of the Brazilian Navy for a demonstration of exercises at sea with five Brazilian destroyers, the attack carrier rounded Cape Horn 1 October. She steamed into Valparaiso Bay 13 October and then sailed 2 days later for Peru, arriving Callao 20 October where she entertained the President of Peru. At San Diego Admiral George W. Anderson, Chief of Naval Operations, landed on her deck 18 November to witness antisubmarine demonstrations by *Wilson* and *Blueback*; a Terrier Missile demonstration by *Topeka*; and air demonstrations by *Kitty Hawk*.

Kitty Hawk entered San Francisco Naval Shipyard 23 November 1961, for alterations. Following operations out of San Diego, she sailed from San Francisco 13 September 1962. *Kitty Hawk* joined the 7th Fleet 7 October 1962, relieving *Midway* as flagship.

After participating in the Philippine Republic Aviation Week Air Show, *Kitty Hawk* steamed out of Manila

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Harbor 30 November 1962, and welcomed Admiral H. D. Felt, Commander in Chief, Pacific Fleet, for a demonstration of modern naval weapons 3 December. The ship visited Hong Kong early in December and returned to Japan, arriving at Yokosuka 2 January 1963. During the following 2 months she visited Kobe, Beppu, and Iwakuni before returning to San Diego 2 April 1963.

On 6 June 1963, President Kennedy, with top civilian and military leaders, boarded *Kitty Hawk* to witness a carrier task force weapons demonstration off the California coast. Addressing the men of the task group from *Kitty Hawk* President Kennedy told them that as in the past, control of the seas still means security, peace and ultimate victory. He later wrote to President and Madam Chiang Kai-Shek who had witnessed a similar demonstration on board *Constellation:* "I hope you were impressed as I was, on my visit to *Kitty Hawk*, with the great force for peace or war, which these mighty carriers and their accompanying escorts provide, helping to preserve the freedom of distant nations in all parts of the world."

Following a series of strike exercises and tactics reaching along the California coast and off Hawaii, *Kitty Hawk* again sailed for the Far East. While approaching Japan she learned an assassin had shot President Kennedy. Flags were at half mast as she entered Sasebo Harbor 25 November 1963, the day of the President's funeral: and as senior ship present, she had the sad honor of firing memorial salutes. After cruising the South China Sea and ranging to the Philippines in readiness operations with the 7th Fleet, she returned to San Diego 20 July 1964.

Kitty Hawk overhauled in Puget Sound Naval Shipyard, then trained along the western seaboard. She sailed from San Diego 19 October 1965, for Hawaii, thence to Subic Bay, P.I., where she prepared for combat operations off the coast of Vietnam.

Kitty Hawk was awarded the Navy Unit Commendation for exceptionally meritorious service from 26 November 1965 to 14 May 1966 while participating in combat operations against the insurgent Communist guerilla forces in the Republic of Vietnam. The valiant men of her Carrier Air Wing 11 flew over 10,000 sorties and delivered over 10,700 tons of ordnance against enemy forces. The officers and men of *Kitty Hawk* displayed undaunted spirit, courage, professionalism and dedication to maintain their ship as a fighting unit under the most ardent operating conditions to enable her pilots to destroy vital military targets in North Vietnam despite intense opposition and extremely adverse weather conditions.

Kitty Hawk returned to San Diego in June 1965 for overhaul and training until 4 November 1966 when she again deployed to serve the cause of freedom and national security in waters of Southeast Asia. *Kitty Hawk* arrived at Yokosuka, Japan, 19 November to relieve *Constellation* (CVA–64) as flagship for Rear Admiral David C. Richardson, Commander Task Force 77. On 26 November *Kitty Hawk* departed Yokosuka for Yankee Station via Subic Bay, and on 5 December aircraft from *Kitty Hawk* began their around-the-clock missions over North Vietnam. About this time *Kitty Hawk*—already accustomed to celebrities as guests—entertained a number of extremely prominent visitors: William Randolph Hearst, Jr.; Bob Considine; Dr. Billy Graham; and John Steinbeck, among others. She remained in the Far East supporting the fight for freedom in Southeast Asia until departing Subic Bay 28 May 1967. Steaming via Japan, the carrier reached San Diego 19 June and a week later entered the naval shipyard at Long Beach for maintenance. *Kitty Hawk* returned to San Diego 25 August and began a rigorous training program to prepare her for future action.

Kiyo Maru, see *YP–170*

Klamath

A tribe of Indians formerly living along the Klamath River in California and Oregon.

(Monitor: dp. 1,175 (o.t.); l. 225′; b. 45′; dr. 6′4½″; s. 5.7 k.; cpl. 60; cl. *Casco*)

Klamath was a light-draft monitor launched 20 April 1865 by S. T. Hambleton & Co., Cincinnati, Ohio, under subcontract with Alexander Swift & Co., also of Cincinnati. She was delivered to the Navy 6 May 1866 but was never commissioned and saw no service. While laid up at Mound City, Ill., she was renamed *Harpy* 15 June 1869, but was changed back to *Klamath* 10 August. She was moved to New Orleans in 1870, and sold at auction there to Schickels, Harrison & Co. 12 September 1874.

Klaskanine

A river in the state of Oregon.

(AOG–63: dp. 845; l. 220′6″; b. 37′; dr. 13′11″; s. 10 k.; a. 1 3″, 2 40mm., 3 20mm.; cl. *Mettawee*; T. T1–M–A2)

Klaskanine (AOG–63) was laid down 24 April 1944 by the East Coast Shipyard Inc., Bayonne, N.J., under a Maritime Commission contract: launched 3 February 1945; sponsored by Mrs. Thomas Harris; acquired by the Navy 26 February and commissioned 8 March 1945, Lt. R. O. Kostelak in command.

Klaskanine cleared New York 26 March; and, after shakedown in Chesapeake Bay, steamed to the Pacific, arriving San Diego 27 May. The small tanker loaded diesel oil and sailed for Pearl Harbor 4 days later. When her main engine broke down 6 June midway to her destination, she was towed to Pearl Harbor, arriving 14 June. *Klaskanine* operated as a shuttle tanker among the Hawaiian and mid-Pacific Islands through the summer.

After getting underway for Eniwetok 31 August, the oiler once again was stopped by engine failure before completing her cruise. Following repairs at Eniwetok and Pearl Harbor 21 September 1945 to 24 January 1946, *Klaskanine* put into San Francisco 7 February 1946 and decommissioned there 25 March 1946. She was returned to WSA the same day and later sold to Brazil. She at present serves the Brazilian Navy as *Raza* (G–19).

Kleinsmith

Charles Kleinsmith, born 28 September 1904 in Zionville, Pa., enlisted in the Navy 26 October 1922 as an apprentice seaman. Until honorably discharged 5 October 1926 as Fireman Second Class, he served on board several ships, including *Wyoming* (BB–32) and *Maryland* (BB–46). Kleinsmith reenlisted 20 December 1928, and during the next 11 years he had duty on board *Milwaukee* (CL–5), *Cincinnati* (CL–6), *Portland* (CA–33), and *Honolulu* (CL–48). He reported on board *Saratoga* (CV–3) 27 December 1939 and transferred to *Yorktown* (CV–5) 31 October 1940. During the Battle of Midway 4 June 1942, Kleinsmith maintained auxillary power on *Yorktown* after an intense enemy bombing attack extinguished the fires in all boilers but one. Despite the stifling fumes, intense heat, and imminence of explosion, he performed courageously, enabling the fighting carrier to attain speed necessary for launching planes to oppose a Japanese aerial torpedo attack. At the end of the attack, Chief Watertender Kleinsmith was missing and presumed dead. He was posthumously awarded the Navy Cross.

The name *Kleinsmith* was assigned to DE–376 31 May 1944, but construction of the ship was canceled 6 June 1944.

I

(APD–134: dp. 1,450; l. 306′; b. 36′10″; dr. 13′6″; s. 23.6 k.; cpl. 204; a. 1 5″, 6 40mm., 6 20mm., 2 dct.; cl *Crosley*)

Originally designated DE–718, a *Rudderow*-class destroyer escort, *Kleinsmith* was redesignated as APD–134 on

USS *Kitty Hawk* (CVA–63) refueling USS *McKean* (DD–784) and USS *Harry E. Hubbard* (DD–748)

17 July 1944; launched 27 January 1945 by Defoe Shipbuilding Co., Bay City, Mich.; sponsored by Mrs. Mary Agnes Kleinsmith; and commissioned at New Orleans 12 June 1945, Lt. Comdr. Alden J. Laborde in command.

After shakedown out of Guantanamo Bay, *Kleinsmith* arrived Norfolk 21 July. Departing 4 August for the Pacific, the high-speed transport steamed via San Diego and Pearl Harbor and reached Buckner Bay, Okinawa, 1 October. She operated between Okinawa and the Japanese home islands until 21 February 1946; then she sailed from Sasebo via the Marshalls and Pearl Harbor, arriving San Francisco 24 March with 118 returning veterans embarked. Departing 10 April, she proceeded via the Panama Canal to the East Coast, arriving Norfolk 1 May.

Based at Norfolk and Little Creek, Va., during the next 6 years, *Kleinsmith* operated along the Atlantic coast from Labrador to Venezuela while conducting amphibious and antisubmarine operations. She served primarily as an amphibious command ship; many of her cruises carried her into the Caribbean, where she operated out of Puerto Rico, the Virgin Islands, and Guantanamo Bay.

Returning from the Caribbean 13 February 1951, *Kleinsmith* departed Little Creek 5 March on the first of four deployments to the Mediterranean. Arriving Gilbralter 15 March with UDT personnel embarked, she deployed with the mighty 6th Fleet and participated in amphibious operations that ranged from Oran, Algeria, to Phaleron Bay, Greece. After serving as amphibious control ship, she departed Gilbralter 26 June for the United States, arriving Little Creek 6 July. On 19 July 1952 she departed for a 4-month deployment with the 6th Fleet and supported its important peace-keeping activities off the troubled lands of the Mediterranean.

Returning to Little Creek 29 January 1955, *Kleinsmith* resumed operations along the eastern seaboard to the caribbean. On 9 January 1957 she again departed for duty with the 6th Fleet and for almost 3 months operated in the Eastern Mediterranean. In response to an urgent request from King Hussein of Jordan, whose government was threatened with leftist-oriented, Egyptian-supported subversion, *Kleinsmith* departed La Spezia, Italy, 25 April for the Levantine Coast. Arriving off Beirut, Lebanon, 30 April, she joined ships of the 6th Fleet in a formidable display of seapower, designed to show U.S. determination that the integrity and independence of nations in the Middle East would be guaranteed against Communist subversion or aggression. Remaining on station until 3 May, she then departed Rhodes, Greece, 18 May and returned to Little Creek 1 June.

In less than 3 months *Kleinsmith* sailed once again for the Mediterranean, arriving Palermo, Sicily, 15 September. During the previous August, a pro-Soviet takeover of the Syrian Army had threatened the stability of the Middle East. The high-speed transport proceeded to the

Eastern Mediterranean 19 September and operated there to prevent aggression and to preserve peace. She departed Barcelona, Spain, 4 November arrived Little Creek 17 November.

In 1958 *Kleinsmith* continued her activities along the Atlantic coast. While operating out of Guantanamo Bay 24 October, she rescued 56 U.S. citizens and 3 foreign nationals at Nicaro, Cuba, where they were endangered by military operations between the Cuban Army and the Castro rebels. From 27 May to 3 August 1959 she cruised to the Great Lakes via the newly opened St. Lawrence Seaway. On 1 April 1960 *Kleinsmith* departed Little Creek for the Pacific. Steaming via San Diego, Pearl Harbor, and Guam, she arrived Tsoying, Taiwan 15 May. *Kleinsmith* decommissioned 16 May and was transferred the same day to the Nationalist Government of the Republic of China. At present she serves in the Nationalist Chinese Navy as *Tien Shan* (APD–215).

Klickitat

A river in the State of Washington.

(AOG–64: dp. 1,988; l. 325'2"; b. 48'2"; dr. 19'; s. 10 k.; cpl. 80; a. 1 3", 2 40mm., 8 20 mm.; cl. *Klickitat;* T. T1–M–BT1)

Klickitat (AOG–64) was launched 24 March 1945, by St. John's River Shipbuilding Corp., Jacksonville, Fla., under a Maritime Commission contract; sponsored by Mrs. I. B. McDaniel; acquired by the Navy and commissioned 14 July, Lt. M. J. Seibert, USCG, in command.

Departing Jacksonville 28 July, *Klickitat* arrived Hampton Roads, Va., 31 July. After shakedown in the Chesapeake Bay, the gasoline tanker proceeded on 23 August for Rockland, Maine, arriving the 26th. She returned to Norfolk 3 September and departed 23 November with *Michigamme* (AOG–65) for Houston, Tex. Arriving 2 December, she loaded a cargo of diesel oil, sailed 3 December for the East Coast, and arrived Norfolk 12 December. Remaining at Norfolk, *Klickitat* decommissioned 23 January 1946 and was returned to the Maritime Commission 24 January. Her name was struck from the Navy List 7 February 1946. Following merchant service as SS *Captain,* she was acquired in 1949 by the Argentine Navy and renamed *Punta Loyola.*

Kline

Stanley Fly Kline was born 15 November 1901 in Graterford, Pa., and enlisted in the U.S. Naval Reserve 2 February 1927. He began active duty 13 July 1942, and was assigned to Britsh warship *Hartland,* former U.S. Coast Guard cutter *Pontchartrain,* as a member of an antisabotage party.

On November 8, as *Hartland* entered Oran Harbor, Algeria, the ship came under heavy fire from enemy ships and shore batteries. When a shell exploded in a compartment occupied by the boarding party, the survivors found themselves trapped by fire and fumes. Kline, crawling through a small overhead hatch and worming his way along the deck under a hail of shells and machine gun fire, opened a large hatch and assisted 42 men to safety. He then turned to loading ammunition clips for an automatic rifle and continued his heroic conduct with complete disregard of his own safety until killed by a shell explosion. Kline was posthumously awarded the Silver Star Medal for his conspicuous gallantry.

(APD–120: dp. 1,390; l. 306'; b. 37'; dr. 12'7"; s. 23.6 k. cpl. 204; a. 1 5", 6 40mm.; 6 20mm., 2 dct.; cl. *Crosley*)

Kline (DE–687), was launched 27 June 1944 by the Bethlehem Steel Co., Quincy, Mass.; sponsored by Mrs. Hazel Kline, widow; redesignated APD–120 on 17 July; and commissioned 18 October 1944, Lt. B. F. Urban, USNR, in command.

While en route to shakedown, 6 November 1944, *Kline* rescued nine survivors from Navy dirigible K–34 which had been forced down in a storm. Completing her Bermuda shakedown the high-speed transport cleared Norfolk 24 December for the Pacific. Upon arriving Pearl Harbor 20 January 1945, *Kline* trained underwater demolition teams until sailing 14 February for Leyte. Intensive preinvasion exercises were completed in the Philippines before the transport arrived off Okinawa 26 March. *Kline's* underwater demolition team cleared the approaches to the island, "the last stepping stone" on the road to Japan. After the main invasion force landed 1 April, *Kline* remained in the area as radar and ASW picket. Her guns also assisted in splashing an enemy aircraft on 1 April and helped down another on the 6th.

She departed Okinawa area 16 April and for the next 6 weeks underwent training and repairs. Sailing from Borneo 2 June, *Kline* provided close fire support during the invasion of Brunei Bay, Borneo on 10 June and 2 weeks later her underwater demolition unit gave valuable service during the invasion of Balikpapan. The high-speed transport departed Indonesian waters 7 July and, sailing via the Carolines and Marshalls, arrived Oceanside, Calif., 5 August.

Following the cessation of hostilities *Kline* sailed for Japan, arriving Sasebo 20 September to commence underwater reconnaissance missions. After similar operations at Nagasaki she returned San Diego 19 October to prepare for "Magic-Carpet" service. *Kline* made 1 cruise to Pearl Harbor and returned 110 Pacific veterans to San Diego 19 November. Two days later she sailed for the East Coast, arriving Norfolk 5 December. On 28 January *Kline* arrived Green Cove Springs, Fla., where she decommissioned 10 March 1947 and joined the Atlantic Reserve Fleet. *Kline* was struck 15 January 1966 and on 22 February sold to Nationalist China under the Military Assistance Program.

Kline received two battle stars for World War II service.

Klondike

The mining district south of the Klondike River in Yugon Territory, Canada, which was the scene of the gold rush of 1897.

(AD–22: dp. 8,165; l. 492'; b. 69'8"; dr. 27'3"; s. 18.4 k.; cpl. 826; a. 1 5", 4 3", 4 40mm., 20 20mm.; cl. *Klondike*)

Klondike (AD–22) was launched 12 August 1944 by Todd Shipbuilding Corp., San Pedro, Calif.; sponsored by Mrs. Dorothy J. Diirck; and commissioned at San Pedro 30 July 1945, Comdr. M. E. Hatch in command.

After shakedown, *Klondike* loaded hundreds of tons of spares and stores in preparation for the important task of supplying and maintaining the speedy, hardhitting destroyers. Designed as a "mother ship" for the "greyhounds of the fleet," she departed San Pedro 19 October for Pearl Harbor, arriving the 25th. Recalled to the West Coast, she sailed from Pearl 7 November with 500 homebound veterans embarked and arrived San Diego 15 November. On 21 November she became the flagship for Commander, San Diego Group, 19th Fleet; and commenced inactiviation operations on ships scheduled for the Pacific Reserve Fleet. Placed on an inactive status (in commission, in reserve) 30 November 1946, *Klondike* was placed in service in late summer, 1948. She served as flagship until 11 May 1955.

Klondike recommissioned 15 July 1959 at Long Beach, Comdr. F. F. Mullins, Jr., in command. Returning to San Diego 4 December, she provided repair facilities as a unit of SerRon 1. On 20 February 1960 she was reclassified as repair ship AR–22 and she repaired vessels at San Diego, Long Beach, and San Francisco until 15 July 1961. *Klondike* then departed San Diego for duty in the Far East. Assigned to SerRon 3, she arrived Yokosuka, Japan 4 August; and until 23 February 1962 she provided repair facilities at Sasebo and Iwakuni, Japan, and Subic Bay, P.I., for the peace-keeping ships of the

mighty 7th Fleet. Returning to the West Coast 11 March, she resumed her duty out of San Diego.

Departing San Diego 17 July 1963, *Klondike* steamed via Pearl Harbor for the Western Pacific. While en route to Sasebo, she offered assistance 6 through 9 August to distressed Greek freighter *Cryssism* during a raging typhoon. Reaching Sasebo 11 August, she proceeded to Subic Bay 15 August for repair ship station duty. *Klondike* operated in the Far East until 30 November; then she returned to the United States, arriving San Diego 14 December. During the next year she continued servicing ships while operating out of San Diego and San Francisco. *Klondike* continued to repair the ships of the Pacific Fleet into mid-1967. Her last Far Eastern deployment began 25 February 1966 when she departed San Diego. She remained in the Orient repairing the ships of the mighty 7th Fleet until returning to Pearl Harbor 27 October. The remainder of the year was devoted to preparing for future action in 1967.

Klondike, see *YF–391*

Knapp

Harry Shepard Knapp, born 27 June 1856 in New Britain, Conn., graduated from the Naval Academy 20 June 1878. After serving in *Pensacola* as cadet midshipman and in *Minnesota* and *Jamestown* as a midshipman, he was commissioned Ensign 8 July 1882. Following assignments to a number of ships and stations ashore, he was ordered to *Dorothea* as executive officer at the outbreak of the Spanish American War. Outstanding service in a variety of important billets afloat and ashore was rewarded on 3 August 1908 when Knapp assumed command of *Charleston* (C–22). Promoted to Captain 1909, Knapp was assigned to the General Board 8 January 1910. At about this time he served intermittently on the Joint Army and Navy Board for Defense of the Panama Canal. He was in charge of *Florida* (BB–30) while she was fitted out and commanded the battleship when she first commissioned 15 September 1911. He took command of Cruiser Force, Atlantic Fleet 8 November 1915.

Knapp was promoted to Rear Admiral 17 March 1917 and a week before the United States entered World War I was appointed Military Governor of Santo Domingo and Military Representative of the United States in Haiti. "Meritorious service" in this post, labouring to protect Allied shipping from German U-boats and to make the Caribbean secure from enemy aggression, won Rear Admiral Knapp the Navy Cross. Soon after the armistice, he was Naval Attaché in London with staff duties and on 4 February 1920 assumed command of U.S. Naval Forces operating in European waters with rank of Vice Admiral. Even after Vice Admiral Knapp was placed on the retired list effective 27 June 1920, the Navy utilized his singular abilities. This won him temporary active duty as a consultant and as quasi-diplomat. He died at Hartford, Conn., 6 April 1928.

(DD–653: dp. 2,050; l. 376'6"; b. 39'7"; dr. 17'9"; s. 37 k.; cpl. 319; a. 5 5", 10 21" tt., 6 dcp., 2 dct.; cl. *Fletcher*)

Knapp (DD–653) was laid down 8 March 1943 by Bath Iron Works, Bath, Maine; launched 10 July 1943; sponsored by Misses Margaret L. and Mary C. Knapp; and commissioned 16 September 1943, Comdr. Frank Virden in command.

After shakedown out of Bermuda, *Knapp* departed Boston 26 November for the Pacific arriving Pearl Harbor 21 December. She departed Pearl Harbor 16 January with the mighty carriers of Admiral Mitscher's Task Force 58 for the Marshall Islands invasion. At sea on this duty from 16 January until 12 February when she put in to Majuro, *Knapp* also bombarded Kwajalein Island. She continued her screening as carriers launched raids on Truk 16–17 February and on bases in the Marianas from 21 to 22 February, then sailed from Majuro to Espiritu Santo to screen carriers providing air cover for the seizure of Emirau Island from 20 to 25 March and raiding the Palaus, Yap, and Woleai from 30 March to 1 April.

The destroyer returned to Majuro 6 April 1944 and a week later she sortied with heavy ships for the Hollandia landings of 21 to 24 April, and air raids on Truk, Satawan, and Ponape at the close of the month.

Following replenishment at Majuro in May *Knapp* joined and screened carriers during operations against Saipan. On 19 June *Knapp* guarded her force during the momentous air Battle of the Philippine Sea in which Japan's air power was annihilated. From 25 July to 5 August she continued her screening in the raids on Palau, Ulithi, Yap, Iwo Jima, and Chichi Jima during the last of which she joined in the surface gunfire which sank several ships of a Japanese convoy earlier badly mauled by carrier aircraft. *Knapp* refitted at Eniwetok 11 to 30 August.

Knapp steamed out of Eniwetok for the invasion of the Palaus 30 August screening five battleships and later rendezvous with carriers *Langley, Lexington, Essex,* and *Princeton* before their deadly strikes at targets in the Palaus during the bloody struggle to take Peleliu. During September *Knapp* screened heavy ships making strikes at the Philippines and 6 October she sailed from Ulithi for the air strikes on Okinawa and Formosa in preparation for the Leyte landings, and fired protective antiaircraft cover for her force during the Formosa air battle of 12–14 October. After guarding the retirement toward safety of the stricken *Canberra* which had been struck by an aerial torpedo 13 October, she rejoined her force for air strikes on Luzon, and screened them during the Battle of Surigao Strait, one phase of the decisive Battle of Leyte Gulf. She returned to Ulithi 30 October, 2 days later headed back to the Philippines. After *Reno* was damaged 3 November by a submarine torpedo, *Knapp* guarded her withdrawal to safety. From 25 November through the middle of January 1945 *Knapp* screened air strikes on Luzon, French Indo China, and cities on the China Coast neutralizing Japanese bases in preparation for the Lingayen invasion. Escorting *Ticonderoga* which was hit during an air attack on 21 January, *Knapp* arrived in Ulithi 24 January 1945 with the crippled carrier. Accomplishing her mission, the veteran destroyer sailed 30 January for the West Coast, arriving 20 February for overhaul.

Knapp sailed for the Western Pacific 23 April arriving off Okinawa 27 May 1945. She served on dangerous and demanding duty as radar picket ship until 26 June. Three days later she joined carrier Task Force 39 for the final series of raids against the Japanese home island. Following the end of fighting 15 August, *Knapp* arrived in Sagami Wan, Honshu, Empire of Japan, 27 August and sailed into Tokyo Bay 1 September for the surrender ceremonies aboard the *Missouri* (BB–63) 2 September. During the early days of the occupation she helped demilitarize Japanese midget submarine and suicide boat bases.

She sailed for the United States 5 December and arrived at San Diego 21 December 1945. Shortly thereafter *Knapp* sailed via the Panama Canal for Boston arriving 17 January 1946. She sailed for Charleston, S.C., 2 April and decommissioned 5 July 1946.

Knapp recommissioned 3 May 1951 when the outbreak of the Korean conflict necessitated more naval vessels. She served in the Atlantic Fleet working out of Newport, R.I. She cruised in the Caribbean from 20 July to 13 September when she pulled into Charleston, where she was refitted with modern equipment then sailed 4 February 1952 with a task force to England, Norway, and Germany. She made a voyage to the Mediterranean 22 November visiting ports in Italy, Turkey, and Spain. *Knapp* transitted the Straits of Gibraltar 26 January 1953 and overhauled at Boston until 10 August 1953 when she deployed with Destroyer Division 182 for a world cruise. Her cruise was delayed when she arrived in the Far East. She patrolled the Korean coast with Task Force 77 until 14 January 1954 when she resumed her cruise via Hong Kong; Singapore; Colombo; Aden; Saudi Arabia; Suez

Canal; visited Port Said, Naples, Barcelona, Lisbon, Bermuda, and arrived Fall River, Mass., 10 March 1954.

Knapp sailed from Newport for San Diego arriving 15 December. She got underway 4 January 1955 for the Western Pacific and patrolled the East China Sea and the Formosa Straits until the first part of June when she returned to San Diego 19 June 1955. After operations along the California coast she returned to the Far East 27 January 1956, visited ports of Kobe, Subic Bay, Buckners Bay and patrolled the Formosa Straits showing off to the Communists our interests in that part of the world before returning San Diego 31 May 1956. She operated along the California coast, entering Long Beach Naval Shipyard 4 September for overhaul. *Knapp* was decommissioned 4 March 1957 and assigned to the Long Beach Group, Pacific Reserve Fleet. At present she is berthed at Bremerton, Wash.

Knapp received eight battle stars for World War II service.

Knave

A servant or common person.

(AM–256: dp. 350; l. 184'6"; b. 33'; dr. 9'9"; s. 15 k.; cpl. 105; a. 1 3", 2 40mm., 6 20mm., 2 dcp., 2 dct.; cl. *Admirable*)

Knave (AM–256) was launched 13 March 1943, by American Shipbuilding Co., Lorain, Ohio; sponsored by Mrs. Geraldine Donohue; and commissioned 14 October 1943, Lt. Comdr. A. M. White in command.

Knave sailed for the Virginia Capes 24 October 1943, via the St. Lawrence River arriving Norfolk 24 November. After a brief period as school ship at Little Creek, Va., *Knave* departed Hampton Roads for Rio de Janeiro via Trinidad, B.W.I., and Recife, Brazil, arriving 11 February 1944. She swept Brazilian waters until 4 April when she began 9 months of escorting convoys between Trinidad and Recife. On 1 January 1945, she got underway for the United States, escorting *Pleiades* (AK–46) and arrived Miami, Fla., 15 January.

After overhaul at Miami, *Knave* served as school ship at the Naval Training Center, Miami and at Yorktown, Va., visiting Charleston, New Haven, and Norfolk. Detached from school ship duty 11 February 1946, *Knave* sailed from Norfolk to Orange, Tex., arriving 21 February.

Knave decommissioned and was placed in reserve at Orange, Tex., 1 May 1946. While in reserve *Knave* was reclassified MSF–256, sold to the Mexican Government 2 October 1962, and renamed *DM–13*.

Knickerbocker

A former name retained.

(SP–479: t. 123; l. 110'; b. 23'11"; dr. 11'; s. 9 k.)

Knickerbocker (SP–479), a steam tug, was built by Neafie & Levy, Philadelphia, Pa., in 1873 and rebuilt in 1904. She was leased by her owner, Cornell Steamboat Co., New York City, 2 May 1917 and enrolled in the Navy Coast Defense Reserve. Purchased 13 September, *Knickerbocker* commissioned 22 September at New York, Boatswain M. J. Lounsbery, USNRF, in command.

Assigned to the 3d Naval District, *Knickerbocker* operated on the Hudson River and New York Harbor as a minesweeper, tug, and dispatch ship. Though ordered struck from the Navy List 14 March 1918, the scarcity of tugs resulted in her retention for harbor duty. On 30 December she was assigned to the training and guard ship *Amphitrite* and served as a dispatch ship. *Knickerbocker* decommissioned 18 February 1919 and was sold the same day to Francis J. McDonald of Ardmore, Pa.

Knickerbocker, see *YF–569*

Knight

Austin Melvin Knight, born in Ware, Mass., 16 December 1854, graduated from the Naval Academy in 1873. After service as a Passed Midshipman, he was commissioned Ensign 16 July 1874. He served in various sea and shore assignments over the next two decades, including tours at the Naval Academy, and in *Tuscarora*, *Constellation*, *Chicago*, *Monongahela*, and *Lancaster*.

During the Spanish-American War he served in *Puritan*, blockading the coasts of Cuba and Puerto Rico. After attending the Naval War College at Newport in 1901, he commanded several ships during the next decade including *Yankton*, *Washington* (ACR–11), and *Castine*. Knight was promoted to Captain in 1907 and was commissioned Rear Admiral 29 January 1911. Subsequently he served twice as Commander in Chief, Atlantic Reserve Fleet, and commanded the Special Squadron and the Narragansett Bay Naval Station.

From 15 December 1913 to 16 February 1917 he served with distinction as President, Naval War College. On 22 May 1917, he took command of the Asiatic Fleet with the rank of Admiral (temporary); he was awarded the Distinguished Service Medal during Allied naval operations at Vladivostok, Siberia. He transferred to the retired list 16 December but subsequently served on active duty from 13 March 1919 until 30 June 1920 as Senior Member, Board of Awards. He died 26 February 1927, at Washington, D.C., and was buried at the Naval Academy Cemetery. On 17 November 1930, Austin Melvin Knight was commissioned Admiral posthumously on the Retired List from 26 February 1927.

(DD–633: dp. 1,630; l. 348'4"; b. 36'1"; dr. 17'5"; s. 35 k.; cpl. 261; a. 4 5", 4 40mm., 4 20mm., 5 21" tt., 6 dcp., 2 dct.; cl. *Gleaves*)

Knight (DD–633) was laid down 18 March 1941, by Boston Navy Yard; launched 27 September 1941; sponsored by Miss Elizabeth H. Royal, granddaughter of Admiral Knight; and commissioned 23 June 1942, Lt. Comdr. Richard B. Levin in command.

After shakedown off New England, *Knight* arrived Norfolk 6 October to prepare for Operation "Torch," the invasion of North Africa. She cleared Chesapeake Bay 23 October, joined her task force on the 27th, and arrived off Safi, French Morocco, 8 November. After serving as landing control ship, during the assault, she conducted antisubmarine patrols until she sailed 13 November for the United States, arriving Norfolk 24 November.

From 12 December to 28 April 1943, *Knight* escorted three convoys between New York and the Moroccan ports of Casablanca and Fedhala. Steaming to Norfolk 29 May, she departed 8 June in convoy for the Mediterranean, where she arrived Oran, Algeria, 22 June to prepare for the invasion of Sicily. Sailing 5 July with Rear Admiral A. G. Kirk's Task Force 85, she arrived off Scoglitti during first watch 9 July. As a fire support ship during "Cent" Force landings on the 10th, she silenced enemy shore batteries and screened transports from hostile submarines and planes. On the 11th she downed an attacking enemy fighter and on the 13th sailed, arriving Oran 16 July.

Knight made escort and patrol runs along the Algerian and Tunisian coasts, then returned to Sicily 31 July to provide effective fire support for General Patton's 7th Army. She operated out of Palermo until 22 August, helping repel several German night-bombing attacks and bombarding targets along the northern coast to Cape d'Orlando. While on an escort run to Malta 11 August, she rescued two sailors who were knocked overboard *Brant* (ARS–32) when the salvage repair ship, displaying inadequate recognition signals, was shelled and damaged by friendly gunfire the previous day. After escorting convoys between Palermo and Bizerte, Tunisia, *Knight* returned to Sicily 7 September for the invasion of Italy.

As flagship for Task Group 80.4, *Knight* closed Ventotene Island off Gaeta, Italy, 8 September and supported the capture of German and Italian troops on the 9th.

Arriving Salerno Bay 10 September with 87 German prisoners embarked, she fought off enemy air attacks the 10th and 11th that damaged *Savannah* (CL–42). The destroyer then supported the capture of Capri 13 September. During the next 2 weeks she operated along the coast of Italy in search of enemy submarines and supply convoys; and she guarded transports in the Gulf of Salerno from intermittent air attacks. On 27 September she embarked Rear Admiral Richard L. Conolly and sailed for Tunisia, arriving Bizerte the 28th. Proceeding along the North African coast, she departed Oran 30 September for the United States, arriving New York 9 October.

Between 21 October and 1 May 1944, *Knight* engaged in five Atlantic convoy escort runs from New York to ports in the United Kingdom. On 17 May she again sailed for the Mediterranean from Norfolk, reaching Oran 28 May. For almost 2½ months she steamed from North Africa to Italy and Gibraltar on antisubmarine patrols and escort missions. Returning New York from Oran 22 August, she resumed convoy escort duty to the British Isles 20 September. After two runs to England, she again took up convoy operations in the Mediterranean, making three runs between Norfolk and Oran from 28 December to 2 June 1945.

From 3 June to 24 July *Knight* was converted to a high-speed minesweeper at Philadelphia Navy Yard. Reclassified DMS–40 on 23 June, she arrived Norfolk 25 July, received intensive training in minesweeping, and departed 12 August for the Pacific. Steaming via San Diego and Pearl Harbor, she reached Okinawa 28 September. Assigned to Mine Squadron 21, she departed Okinawa 16 October for the Yellow Sea, where she swept for mines from 19 October to 16 November. Her operations between Okinawa and the Japanese home islands continued until 24 February 1946, when she departed Kobe for the United States, arriving San Francisco 5 April. *Knight* steamed to Bremerton, Wash., 27 to 30 November and decommissioned 19 March 1947. Reclassified DD–633 on 15 July 1955, *Knight* was berthed in the Pacific Reserve Fleet at Stockton, Calif., until she was struck from the Navy List 1 December 1966. As of 1 September 1967 *Knight* is scheduled to be used as a target off San Diego.

Knight received four battle stars for World War II service.

Knight, Elias D., see *Enceladus* (AK–80)

Knorr

Ernest R. Knorr was senior civilian and Chief Engineer Cartographer of the Hydrographic Office from 1860 to 1885. He was largely responsible for the success of the U.S. Navy's first systematic charting and surveying efforts, including the North Pole expedition by *Jeannette* through the Bering Strait and the Pacific coast surveys by *Jamestown* and *Tuscarora*. In 1871 he was cited by the Hydrographer of the Navy for "outstanding ability, and . . . constant and unremitting attention to his duties and the interests of the Office." He later became the first in the United States to advocate worldwide coordination of hydrographic research, publishing in 1879, at his own expense, *Memoir on International Cooperation in Maritime Hydrography.*

(AGOR–15: dp. 1,370; l. 209′; b. 40′; dr. 16′; s. 13 k.; cpl. 26; cl. *Robert D. Conrad*)

The name *Knorr* was assigned to AGOR–15 on 8 May 1967. The Defoe Shipbuilding Co., Bay City, Mich., began construction of the oceanographic research ship on 3 April 1967 with completion planned for the fall of 1968.

Knorr, an important addition to the Navy's new fleet for ocean research, will gather vital scientific data on the uncharted areas of the sea for the welfare of all peoples throughout the world.

Knox

The first *Knox* was named for counties in Illinois, Indiana, Kentucky, Maine, Missouri, Nebraska, Ohio, Tennessee, and Texas.

The second *Knox* was named for Dudley Wright Knox, born 21 June 1877, in Fort Walla Walla, Wash., and graduated from the U.S. Naval Academy 5 June 1896. During the Spanish-American War he served on board *Maple* in Cuban waters. He commanded gunboats, *Albany* and *Iris,* during the Philippine Insurrection and the latter during the Chinese Boxer Rebellion. He then commanded three of the Navy's first destroyers: *Shubrick, Wilkes,* and *Decatur* before commanding the First Torpedo Flotilla. During the cruise of the "Great White Fleet" sent around the world by President Theodore Roosevelt, he was ordnance officer of *Nebraska* (BB–14). In the years before World War I he was Fleet Ordnance Officer in both Atlantic and Pacific, served the Office of Naval Intelligence, and commanded the Guantanamo Bay Naval Station. In November 1917, he joined the staff of Admiral Sims, Commander of U.S. Naval Forces in European Waters, and earned the Navy Cross for "distinguished service" serving as Aide in the Planning Section, and later in the Historical Section. He was promoted to Captain 1 February 1918.

After returning to the United States in March 1919 for a year on the faculty of the Naval War College, he successively commanded *Brooklyn* (ACR–3) and *Charleston* (C–22) before resuming duty in the Office of the Chief of Naval Operations.

Transferred to the Retired List of the Navy 20 October 1921, he continued active duty simultaneously serving as Officer in Charge, Office of Naval Records and Library, and as Curator for the Navy Department. Early in World War II he was assigned important, additional duty as Deputy Director of Naval History. For a quarter of a century his leadership inspired diligence, efficiency, and initiative while he guided, improved, and expanded the Navy's archival and historical operations. During his tenure he contributed a written legacy that honored both the Nation and the Navy.

A master of content and style, his clear writings include *The Eclipse of American Sea Power* (1922); *The Naval Genius of George Washington* (1932); and *A History of the United States Navy* (1936), the latter recognized as "the best one-volume history of the United States Navy in existence." Advanced to Commodore 2 November 1945, he was awarded the Legion of Merit for "exceptionally meritorious conduct" while directing the correlation and preservation of accurate records of the U.S. naval operations in World War II, thus protecting this vital information for posterity. Commodore Knox was relieved of all active duty 26 June 1946. He died 11 June 1960.

I

(APA–46: dp. 8,100; l. 492′; b. 69′6″; dr. 26′6″; s. 16.5 k.; cpl. 553; a. 2 5″, 4 40mm., 18 20mm.; cl. *Bayfield;* T. C3–S–A2)

The first *Knox* was originally classified AP–91 and reclassified APA–46 on 1 February 1943; launched 17 July 1943, by Ingalls Shipbuilding Corp., Pascagoula, Miss., under a Maritime Commission contract; sponsored by Mrs. R. K. Forde; acquired by the Navy 30 September 1943; placed in ferry commission from 30 September to 14 October during transfer to Bethlehem Steel Corp., Brooklyn, N.Y., for conversion; and commissioned in full 4 March 1944, Comdr. John K. Brady in command.

After shakedown, *Knox* departed Norfolk 6 April for the Pacific, arriving Pearl Harbor 23 April with Marines and Seabees embarked. Assigned to the 5th Amphibious Force, the transport sailed 29 May as part of Task Force 52 bound for the Marianas as the Navy's offensive in the Pacific moved into high gear. Steaming via Eniwetok, Marshall Islands, *Knox* arrived off Saipan 15 June and made a diversionary landing at Garapan before debarking her troops that afternoon at the actual landing area. She

remained off Saipan until 24 June, then sailed for Eniwetok, arriving the 28th with Saipan casualties on board.

Departing Eniwetok 15 July, she returned to Saipan 19 July to prepare for the assault on Tinian. With Marines of the 2d Division embarked, she engaged in another amphibious diversion during the 24 July invasion of Tinian. She then landed her troops the next day and operated off Tinian and Saipan until sure of the success of the conquest of the Marianas, which toppled Tojo and his cabinet and edged Japan toward peace. She departed 28 July for Pearl Harbor via Eniwetok, arriving 10 August.

After completing amphibious exercises, *Knox* sailed 15 September for Manus, Admiralities, where she arrived 3 October to prepare for the long awaited liberation of the Philippines. Loaded with Army troops and equipment, she departed Manus 14 October in the Southern Attack Force (TF–79). The transport arrived off Dulag, Leyte, 20 October; and, during a terrific aerial and Naval gunfire bombardment, lowered boats for the first assault. *Knox* completed unloading under a smoke screen the 21st and departed Leyte Gulf for New Guinea arriving Hollandia the 26th.

Knox steamed out of Humboldt Bay 5 November and returned to Leyte 18 November after loading troops and cargo at Noemfoor, Schouten Islands, 7 to 14 November. From Leyte she proceeded the same day to Manus; and, arriving 24 November, began a month of landing exercises off Manus, New Britain, and New Guinea in preparation for the invasion of Luzon. Loaded with 1,278 Army troops, she departed Manus 31 December for Lingayen Gulf, Luzon. Fighting through heavy enemy air attack, she reached Lingayen Gulf 9 January 1945, unloaded all troops and cargo within 8 hours, and headed back toward Leyte. While repelling air attacks 9 to 10 January, *Knox* hit two Japanese planes, splashing one of them.

After arriving Leyte Gulf 12 January, *Knox* proceeded to Ulithi 19 to 23 January and thence to Guam 6 to 8 February to embark Marines of the 3d Division for the invasion of Iwo Jima. Departing 17 February, she arrived off Iwo Jima 22 February and debarked her troops the 24th as part of a reserve force. After embarking casualties and loading cargo, *Knox* departed 6 March. Steaming via Saipan, Guam, and Tulagi, Solomons, she reached Noumea, New Caledonia, 18 March. Following overhaul and landing exercises, she got underway 3 May for the Philippines. Touching Manus en route, she arrived San Pedro Bay 16 May and unloaded troops and cargo. On 25 May she sailed for the United States arriving Portland, Oreg., for overhaul 14 June.

Knox sailed from Portland to San Francisco 14 to 16 August. After loading troops and cargo, she departed 18 August for the Philippines. Sailing via Pearl Harbor Eniwetok, Guam, and Ulithi, she reached Leyte Gulf 13 September. She operated among the Philippines until 1 October; then she carried occupation troops to Japan between 1 and 29 October. Returning to Samar 5 November, she embarked homebound veterans and sailed the 6th as a unit of the "Magic-Carpet" fleet. She arrived San Pedro 24 November. After another "Magic-Carpet" cruise to the Philippines from 7 December to 26 January 1946, she departed Long Beach 31 January for New Orleans where she arrived 12 February. *Knox* proceeded to Mobile, Ala., 6 March and decommissioned 14 March. Her name was struck from the Navy List 1 May and she was transferred to the Maritime Commission 14 May. In 1947 she was sold to Isthmian Lines, Inc., and renamed *Steel Recorder*.

Knox received five battle stars for World War II service.

II

(DE–1052: dp. 2,624; l. 414'6"; b. 44'; dr. 18'; s. 27.4 k.; cpl. 247; a. 1 5", ASROC, DASH, 4 21" tt.; cl. *Knox*)

The second *Knox* (DE–1052), the prototype in a new class of destroyer escorts, was laid down 5 October 1965, by Todd Shipyards Corp., Seattle, Wash.; launched 19 november 1966; sponsored by Mrs. Peter A. Sturtevant, granddaughter of Commodore Knox; and will be completed in the summer of 1968.

Once completed, *Knox* will perform search and rescue operations and provide evacuation, blockade, and surveillance support, when necessary, for the Pacific Fleet.

Knox, Frank, see *Frank Knox* (DD–742)

Knox, General, see *General Knox* (No. 1237)

Knox, General Henry, see *Picket* (ACM–8)

Knox, Leslie L. B., see *Leslie L. B. Knox* (DE–580)

Knox Victory

Knox Victory was renamed *Huntsville* (*q.v.*) and classified AGM–7 on 27 November 1960.

Knoxville

A major city in Tennessee.

(PF–64: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20 k.; cpl. 214; a. 3 3", 4 40mm., 9 20mm., 9 dcp., 2 dct.; cl. *Tacoma*; T. S2–S2–AQ1)

Knoxville (PF–64) was launched 10 July 1943 by the Leatham D. Smith Shipyard, Sturgeon Bay, Wis., under a Maritime Commission contract; sponsored by Mrs. Cecelia Daniel; and commissioned 29 April 1944, Lt. Comdr. G. R. Reynolds, USCG, in command.

After shakedown out of Bermuda, *Knoxville* arrived Norfolk 16 November, and served briefly as a training ship. Clearing Norfolk 11 December, she escorted convoy UGS 63 to North Africa, arriving Oran 28 December. On her return voyage the patrol escort searched for enemy U-boats that plagued Allied shipping at the approaches to the Straits of Gibraltar and arrived Boston 20 January 1945.

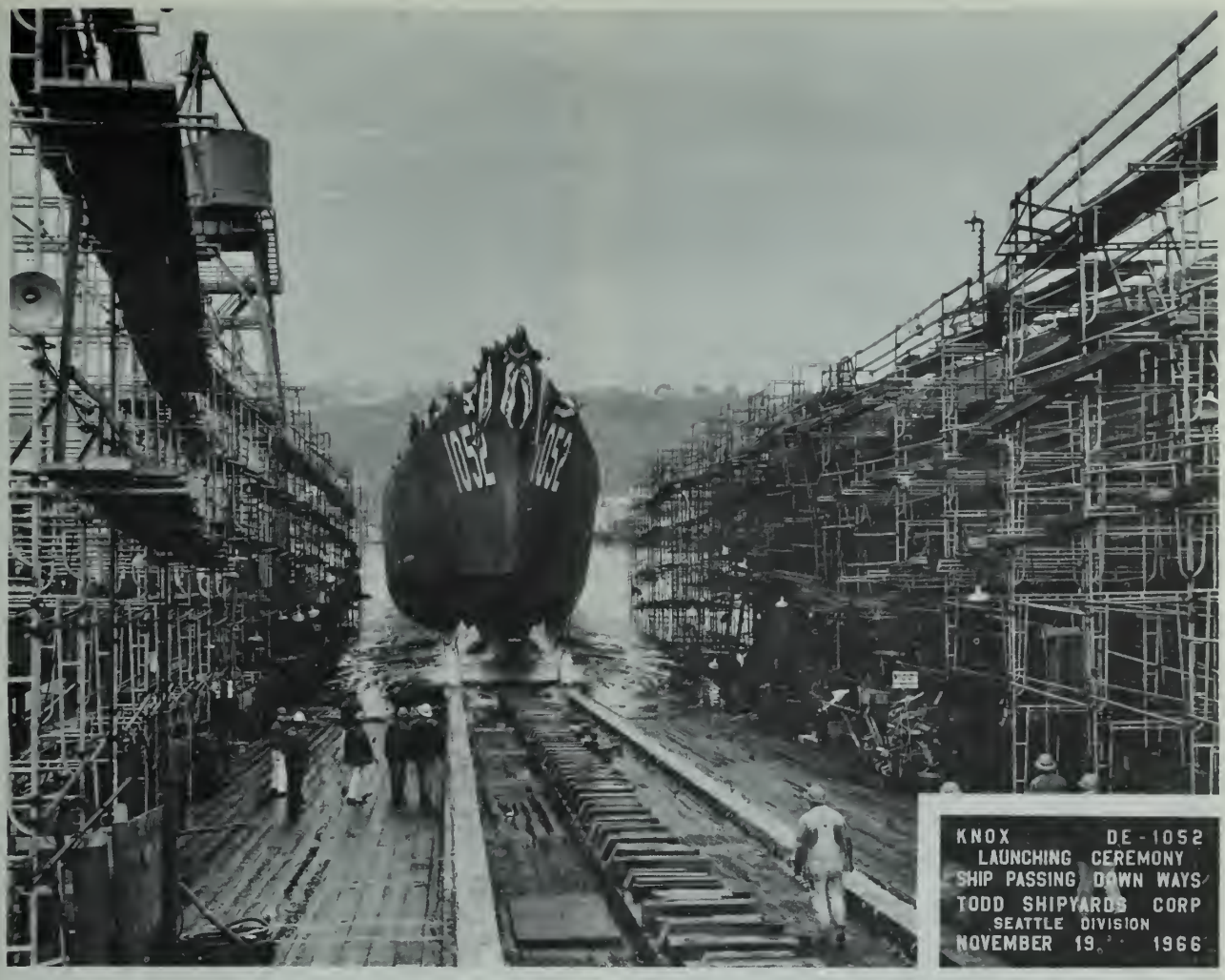
During the early months of 1945, *Knoxville* escorted convoys across the submarine-infested Atlantic and occasionally she was dispatched for ASW search operations. Following her final escort cruise to the Azores, the patrol frigate arrived Philadelphia 1 June for conversion to a weather ship.

Knoxville cleared Philadelphia 17 June and two weeks later took position on air-sea rescue and weather stations off Newfoundland. For 10 months she operated from her post, flashing news of weather conditions to assist flight operations and ship movements in the western Atlantic. Upon completion of her tour *Knoxville* returned to Charleston, S.C., where she decommissioned 13 June 1946 and was sold 22 September 1947 to the Dominican Republic. *Knoxville* at present serves as *Capitan General Santana* (F–104).

Knudson

Milton Lox Knudson, born 20 October 1923 in Geneva, Ill., enlisted in the Navy 1 July 1941. While serving in *Laffey* (DD–459) in the Southwest Pacific he distinguished himself 15 September 1942 during rescue operations for survivors of the torpedoed *Wasp* (CV–7). With "courageous disregard" for his personal safety, he dived over the side of his ship and swam considerable distances with lines to rescue the stricken carrier's exhausted sailors, thus saving the lives of many who otherwise might have perished. During the heroic night naval action off Guadalcanal 13 November Seaman First Class Knudson was killed when *Laffey* was sunk by Japanese torpedoes and gunfire. He was posthumously awarded the Navy and Marine Corps Medal for his valor.

(APD–101: dp. 1,390; l. 306'; b. 37'; 12'7"; s. 24 k.; cpl. 204; a. 1 5", 6 40mm., 6 20mm., 2 dct.; cl. *Crosley*)



Knudson (DE–591) was laid down 23 December 1943 by Bethlehem-Hingham Shipyards, Inc., Hingham, Mass.; launched 5 February 1944; sponsored by Mrs. Emmons R. Knudson; reclassified APD–101 on 17 July; and commissioned 25 November, Lt. Dudley C. Sharp in command.

After shakedown, *Knudson* departed Norfolk 18 January 1945 for the Pacific. Steaming via San Diego, the high-speed transport arrived Pearl Harbor 9 February for training with UDT units. With UDT 19 embarked, she departed Pearl 28 February, steamed via Eniwetok, and arrived Ulithi 12 March to prepare for operations in the Ryukyus. Clearing Ulithi 21 March for operations off Kerama Retto, she supported UDT 19 during reconnaissance and demolition operations on Kuba, Aka, Keise, and Geruma Shima from 25 March to 30 March. While serving as antisubmarine screen 26 March, she was attacked by an enemy bomber. Her guns splashed the plane after two bombs had missed her close aboard. On 1 April she continued ASW patrols during amphibious landings at Hagushi, Okinawa. During the next 2 weeks she conducted screening patrols off the western shores of Okinawa. Then she sailed 14 April for Guam escorting *Nevada* (BB–36), arriving 19 April. She proceeded to Ulithi 23 April, debarked UDT 19 on the 25th, and departed 5 May for Okinawa escorting *Portland* (CA–33). Reaching Okinawa 8 May, she resumed screening duty and helped repel enemy air attacks until 15 June when she departed Hagushi Anchorage for Leyte.

Arriving 18 June, *Knudson* operated in the northern Philippines until 4 July. She departed Subic Bay as escort for an Okinawa-bound, LST convoy, reaching Guam 16 July. After embarking UDT 19, she sailed 19 July for the West Coast via Eniwetok and Pearl Harbor, arriving San Diego 5 August. *Knudson* embarked UDT 25 on 13 August, departed 16 August for the Far East, and arrived Tokyo Bay, Japan, 4 September. She operated out of Yokosuka until 20 September when she returned to the United States, arriving San Diego 11 October. She continued her service in the Pacific from 30 October to 12 May 1946, carrying men and supplies to bases in the Marshalls, Marianas, Admiralties, and Philippines. Departing Manila Bay 20 April with homebound veterans embarked, she arrived San Pedro 12 May. *Knudson* decommissioned 4 November and entered the San Diego Group, Pacific Reserve Fleet, 15 November.

Knudson recommissioned 6 August 1953, Lt. Comdr. J. F. Roohan, Jr., in command. After shakedown and conversion to an APD Flagship, she departed San Diego 3 May 1954 for the Western Pacific. Arriving Yokosuka 23 May, she conducted amphibious exercises off Japan, South Korea, and Okinawa. Clearing Tokyo Bay 13 August, she sailed for the Vietnamese coast, where she arrived Haiphong, North Vietnam, 22 August. As flagship for the Commander, Embarkation Group, she participated in Operation "Passage to Freedom," through which the Navy evacuated almost 300,000 Vietnamese from

North to South Vietnam. From 22 August to 19 September, she operated out of Haiphong during the loading of refugees, cargo, and military equipment by Navy ships. Then she steamed to Saigon, South Vietnam, arriving 22 September. Continuing to Subic Bay 2 October, she returned to Yokosuka via Hong Kong 1 November. And on 7 November she sailed for the United States, arriving San Diego 23 November.

Knudson operated out of San Diego and Long Beach supporting amphibious training during 1955 and early 1956. Departing Long Beach 24 March 1956, she steamed via Pearl Harbor to Eniwetok where she arrived 10 April. Until returning to Pearl 23 July, she supported nuclear tests in the Marshall Islands. She returned Long Beach 6 August and resumed amphibious, UDT, and ASW training operations. After sailing to San Francisco 27 September, *Knudson* decommissioned 2 January 1958 and joined the Stockton Group, Pacific Reserve Fleet, later to transfer to the Texas Group, where she remains.

Knudson received one battle star for World War II service.

Ko–A.S.A., see *Luster* (IX–82)

Kochab

A star in the constellation *Ursa Minor*, the "Little Bear" or "Little Dipper."

(AKS–6: dp. 5,244; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12 k.; cpl. 193; a. 1 5", 4 3", 8 20mm.; cl. *Acubens;* T. EC2–S–C1)

Kochab (AKS–6) was launched 30 March 1944, by Delta Shipbuilding Co., New Orleans, under a Maritime Commission contract; sponsored by Mrs. Thomas J. Crane; acquired by the Navy and commissioned 2 May, Lt. Comdr. R. E. King in command; transferred to Mobile, Ala., and decommissioned 5 May; converted to a general stores supply ship by Alabama Dry Dock & Shipbuilding Co.; and recommissioned 4 November 1944.

Kochab cleared Mobile Bay 17 November for shakedown in Chesapeake Bay before departing Norfolk 16 December for duty in the Pacific. Steaming via the Marshall Islands, she operated out of Ulithi and from 20 February to 28 April made replenishment runs to Manus, Admiralties. Steaming to the Marianas 13 to 15 May, she loaded cargo at Guam and Saipan before proceeding 29 May for the Ryukyus. She reached Kerama Rhetto 8 June and, despite enemy air attacks, conducted supply operations until 19 June. Proceeding then to Okinawa for further replenishment duty, she operated between the Ryukyus and the Marianas for almost 5 months.

After Japan surrendered, *Kochab* departed Okinawa 7 November for the United States as a unit of the "Magic-Carpet" fleet. Steaming via Pearl Harbor, she arrived San Francisco 3 December with 203 homebound passengers embarked. She operated out of San Francisco until 9 February 1946, then sailed for Pearl Harbor, arriving 18 February. *Kochab* decommissioned 17 April and entered the Pacific Reserve Fleet. Transferred under tow to the 12th Naval District 23 September 1947, she was turned over to the Maritime Commission 22 October and berthed with the Defense Reserve Fleet, Suisun Bay, Calif. She was sold for scrapping 14 January 1965, to Nicolas Joffe Corp., Beverly Hills, Calif.

Kochab received one battle star for World War II service.

Kodiak

A town on Kodiak Island, Alaska.

(LSM–161: dp. 52; l. 204'; b. 35'; dr. 7'; s. 13 k.; cpl. 106; 1 40mm., 4 20mm.; cl. *LSM–1*)

The keel of *LSM–161* was laid down 3 June 1944 by Charleston Navy Yard, Charleston, S.C.; launched 27 June 1944; and commissioned 16 August 1944, Lt. Joseph M. Gresser in command.

After serving at Little Creek, Va., as a training ship for more than 5 months, *LSM–161* departed Newport, R.I., 23 February 1945 for the West Coast, arriving San Diego 23 March. Departing 28 April for the Pacific, she arrived Saipan 6 June; then commenced supply operations in the Far East. For the remaining months of World War II, *LSM–161* shuttled troops and cargo among the Philippines, Okinawa, and the Marianas. Following the Allied victory in the Pacific, the medium landing ship supported occupation forces in the Western Pacific until she sailed for the United States 12 December. Arriving San Pedro, Calif., 12 January 1946, *LSM–161* remained along the West Coast; and decommissioned at Vancouver, Wash., 8 June 1946.

When the Korean conflict called for additional naval logistic support, *LSM–161* recommissioned 6 September 1950 and was assigned to LSM Division 12 out of San Diego. She operated off southern California until 11 February 1952 when she sailed for the Western Pacific. Arriving Yokosuka 26 March, she commenced supply and transport operations in support of U.S. forces in Korea. Sailing to Pusan Korea in mid-April, the veteran landing ship embarked prisoners-of-war and transported them to Koje Do. She continued operations between Japan and Korea until she departed Yokosuka 20 September for the United States.

Following operations out of San Diego, *LSM–161* sailed for Kodiak, Alaska, 16 June 1953. Arriving there 1 week later, she became a logistics support ship for the Alaskan area. From 1953 to 1965 she provided services for VP Squadrons at Kodiak, performed search and rescue missions, and made frequent resupply cruises to the Adak Naval Station. *LSM–161* was named *Kodiak* 14 October 1959.

Kodiak also participated in the Alaskan earthquake-relief operations from March to May 1964 by shuttling supplies to remote villages on the island of Kodiak. Later that summer she assisted the Red Cross in earthquake-relief work by carrying supplies and household furnishings to devastated areas.

After many years of naval service—a veteran of 2 wars—*Kodiak* decommissioned 19 April 1965 and was struck from the Navy List 1 June 1965.

LSM–161 received two battle stars for the Korean conflict.

II

(YF–866: dp. 160; l. 133'; b. 31'; dr. 9'; s. 10 k.; cpl. 11; cl. *YF–852*)

YF–866 was laid down by the Missouri Valley Bridge & Iron Co., Evansville, Ind., 4 April 1945; launched 26 October and placed in service May 1946. She operated for 1 year in the 15th Naval District and was placed out of service during May 1947.

After 18 years in the Pacific Reserve Fleet, *YF–866* was named *Kodiak* 21 April 1965; and placed in service for operations in the 14th Naval District. At present she performs harbor duties in the Hawaiian Islands.

Koelsch

John Kelvin Koelsch, born 22 December 1923 in London, England, enlisted as an Aviation Cadet in the U.S. Naval Reserve 14 September 1942. Following flight training, he was commissioned Ensign 23 October 1944. He served at Naval Air Stations at Fort Lauderdale, Fla., and Norfolk, Va., and subsequently flew with Composite Squadron 15 and Torpedo Squadrons 97 and 18. Promoted to Lieutenant (j.g.) 1 August 1946, he became an accomplished torpedo bomber pilot. After the outbreak of Communist aggression in Korea, he joined Helicopter Squadron 1 at Miramar, Calif., in August 1950. As Officer in Charge of a helicopter detachment, he joined *Princeton* in October for pilot rescue duty off the eastern coast of Korea. He served in *Princeton* until June 1951 when he joined Helicopter Squadron 2 for pilot rescue duty out of Wonsan, Korea, then under naval blockade. He provided lifeguard duty for pilots who were downed either in coastal waters

or over enemy-held territory. On 22 June he rescued a Naval aviator from the waters of Wonsan Harbor, southeast of Yo Do Island. Late in the afternoon of 3 July, he responded to a distress call from a Marine a iator, Capt. James V. Wilkins, whose Corsair had been hit by enemy fire during an armed reconnaissance mission about 35 miles southwest of Wonsan. Capt. Wilkins parachuted from his burning plane at low altitude; and, though severely burned about the legs, he survived. Despite approaching darkness, worsening weather, and enemy ground fire, Lt. Koelsch located the downed aviator in the Anbyon Valley and began his pickup. Thick fog prevented the air cover from protecting the unarmed helicopter, and intense enemy fire downed the plane as the Lieutenant's crewman, George M. Neal, AM3, hoisted the injured pilot toward the helicopter. All three men survived the crash; and, after hiding in the mountains from enemy patrols for 3 days, they began a slow march to the coast. After 6 more days, they reached a coastal village where they were captured the following day while hiding in a hut. During his captivity Koelsch steadfastly refused to aid his captors in any manner. Though beaten and abused, he refused to submit to interrogation; and his fortitude and personal bravery inspired his fellow prisoners. He died of malnutrition and dysentery 16 October 1951. For his conspicuous gallantry, intrepidity, and heroic spirit of self-sacrifice Lt. (j.g.) Koelsch was posthumously awarded the Medal of Honor 3 August 1955.

(DE–1049: dp. 3,040; l. 414'6"; b. 44'1"; dr. 24'2"; s. 20+ k.; cpl. 239; a. 2 5", 4 tt., 1 ASROC, 1 DASH; cl. *Garcia*)

Koelsch (DE–1049) was laid down by Defoe Shipbuilding Co., Bay City, Mich., 19 February 1964; launched 8 June 1965; sponsored by Miss Virginia L. Koelsch; and commissioned 10 June 1967, Comdr. John A. Buck in command.

She at present is providing valuable support to ships of the Atlantic Fleet from her homeport, Newport, R.I., because she has the capabilities both to screen attack and support ships and to operate effectively against submarines. Operating either alone or with a hunter-killer group, she can seek out and destroy enemy submarines with the most advanced ASW equipment. Moreover, as is so important in a time of unrest and potential conflict, her ability to carry out blockade, surveillance, and evacuation missions at a moment's notice adds readily to the Navy's mighty deterent force and to the continuing task of "keeping the peace."

Kohi

A former name retained.

(YAG–27: dp. 400; l. 93'; b. 28'; dr. 4'2")

Kohi, a wooden diesel-powered coastal scow, was purchased 17 November 1942 by the Navy from the New Zealand Joint Purchasing Board and commissioned the same day at Auckland. Assigned to Task Force 35, South Pacific Service Force, she operated out of Auckland, hauling military cargo to Norfolk Island and to Noumea, New Caledonia. After continuing this important duty for more than a year, she decommissioned at Auckland 3 March 1944. Departing for Wellington, New Zealand, the same day, she was turned over to the Joint Purchasing Board 14 March for return to her former owner.

Koiner

James Duval Koiner, born 16 February 1919, in Waynesboro, South River, Va., entered the Naval Reserve as Ensign 31 December 1940. He reported for active duty 17 March 1941, under instruction at the Supply Corps, Naval Medical Center, Washington, D.C. Koiner reported to the 3d Naval District 17 October 1941, for duty on board *Atlanta* (CL–51) upon her commissioning. After serving in the light cruiser during the Midway and Solomon Islands campaigns, Koiner was promoted to Lieutenant (j.g.) 1 October 1942. He was killed in action 13 November 1942, on board *Atlanta*, during the Battle of Guadalcanal.

(DE–331: dp. 1,200; l. 306'; b. 36'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3", 6 40mm., 10 20mm., 9 dcp., 2 dct.; cl. *Edsall*)

Koiner (DE–331) was laid down 26 July 1943, by Consolidated Steel Co., Orange, Tex.; launched 5 September 1943; sponsored by Mrs. Mae H. Koiner, the mother of Lt. (j.g.) Koiner; and commissioned 27 December 1943, Lt. Comdr. C. S. Judson, Jr., in command.

After shakedown off Bermuda, *Koiner* cleared Charleston, S.C., 28 February 1944, to join a convoy at Willemstad, Curacao, N.W.I., and escort tankers to Mediterranean ports. For the next 6 months she remained on convoy-escort duty in the Atlantic, making four roundtrip cruises from Curacao to North Africa and Naples.

Completing her final Mediterranean cruise 31 August, *Koiner* commenced escort duty for United Kingdom bound ships. From 20 September 1944 to 1 May 1945 the destroyer escort sailed with five convoys to British ports and upon cessation of hostillities in Europe she began preparations for Pacific duty.

Koiner arrived Pearl Harbor 25 June commencing training operations with *Corregidor* (CVS–58) and exercises with submarines. Departing Pearl Harbor 4 August, she was en route to Leyte when President Truman announced the end of hostilities with Japan. The destroyer escort remained in the Far East as part of the occupation forces on escort and patrol duty until 1 April 1946. Clearing Hong Kong she sailed by way of the Indian Ocean and Mediterranean Sea, and arrived Charleston, S.C., 30 May. *Koiner* decommissioned and joined the Atlantic Reserve Fleet 4 October 1946, at Green Cove Springs, Fla.

From 20 June 1951 to 14 May 1954, *Koiner* was on loan to the Coast Guard commissioned as WDE–431. She served as an ocean station vessel out of Seattle, Wash., until her return to the Navy in 1954. She was converted to a radar picket escort vessel and reclassified DER–331 on 28 September 1954. Recommissioned 26 August 1955, Lt. Comdr. V. W. Tracy in command, *Koiner* joined the Continental Air Defense System in the Pacific Barrier. From 1956 into 1965 *Koiner* operated on picket stations off the Washington and California coast to provide early warning in the event of enemy air attack. On 1 July 1965 *Koiner* departed Alamada, Calif., for her new homeport, Guam, arriving 28 July after a stopover at Pearl Harbor. On 6 August she left for the first of three "Market Time" patrols ending in December. The experience *Koiner* had gained during her patrols off the West Coast enabled the radar picket escort ship to contribute greatly to the surveillance tactics necessary to prevent the flow of supplies by sea to the Viet Cong.

During 1966 *Koiner* was again deployed for further "Market Time" operations off Vietnam. A 7-month West-Pac cruise began late in February. Between patrols the ship visited Hong Kong; Bangkok; Manila; and Kaoshiung, Formosa.

In late January 1967 *Koiner* participated in a gunfire mission after a brief inport period in Japan. She then resumed her regular duties. The important work radar picket escort and her sister ships is an example of the diversified roles which the Navy must play in defending the nation and encouraging peace abroad.

Koka

The phonetic spelling of Coca, formerly an Indian village in southern Arizona.

Koka, a single turret, light draft monitor, was launched 18 May 1865, by Wilcox & Whiting, Camden, N.J. Completion of the ship was ordered suspended 17 June, and she was laid up at League Island Navy Yard, Philadelphia,

without any active service. Renamed *Argos* 15 June 1869, she was again renamed *Koka* 10 August. She was broken up at Philadelphia 2 October 1874, by Harlan & Hollingsworth Co., Wilmington, Del., for use in the construction of Amphitrite (BM–2).

I

(AT–31: dp. 1,000; l. 156′8″; b. 30′; dr. 14′7″; s. 13 k.; cpl. 46; a. none; cl. *Bagaduce*)

Originally designated as *Oconee*, AT–31 was renamed *Koka* 24 February 1919; launched 11 July 1919, by the Puget Sound Navy Yard; and commissioned 18 February 1920, Lt. (j.g.) J. C. Bauman, Jr., in command.

Assigned to the 11th Naval District, *Koka* sailed from Puget Sound to San Diego during March 1920. For almost 18 years she operated out of San Diego along the coast of southern California, performing various tug and target-towing services. While steaming off San Clemente Island, she ran aground 7 December 1937, and was officially decommissioned the same day. Declared unsalvageable, *Koka* was abandoned as a wreck 22 January 1938. Her name was struck from the Navy List 2 March.

II

(ATA–185: dp. 534; l. 143′; b. 34′; dr. 13′; s. 13 k.; cpl. 48; a. 1 3″, 2 20mm.; cl. ATA–174)

Originally designated as *ATR–112*, she was redesignated as *ATA–185* on 15 May 1944; launched 11 September 1944, by Levingston Shipbuilding Co., Orange, Tex.; and commissioned on 16 November, Lt. (j.g.) Woodrow Sullivan in command.

After shakedown in the Gulf of Mexico, *ATA–185* departed Galveston 14 December for duty in the Pacific. She reached Eniwetok, Marshalls, 26 February 1945; and for more than 5 months she operated out of Eniwetok; Guam and Saipan, Marianas; Ulithi, Carolines; and Kerama, Ryukyus, while performing a variety of towing services. After a month of target sled towing duty at Guam, *ATA–185* departed 4 August for Okinawa, where she arrived 11 August with two barges in tow. As a unit of SerRon 12, she performed tug and salvage operations in Buckner Bay until 3 November when she departed for the United States. Steaming via Eniwetok and Pearl Harbor, she arrived San Francisco 1 February 1946 with YNG–30 and YNG–38 in tow.

Clearing San Francisco Bay 22 March, *ATA–185* reached Pearl Harbor 13 April to prepare for participation in atomic weapons tests in the Marshall Islands. Departing Pearl 11 May, she assisted in mooring target ships for Operation "Crossroads" at Bikini Atoll. After the tests she recovered radiological instruments from various target ships, including *Nevada* (BB–36), former German cruiser *Prinz Eugen*, and former Japanese battleship *Nagato*. Departing Bikini 5 September, she reached Pearl Harbor 20 September then underwent a 4-month overhaul.

ATA–185 departed Pearl Harbor 20 January 1947, and arrived San Diego 3 February with *LCI–1062* in tow. Assigned to the 11th Naval District for coastal towing, she has operated out of San Diego since 1947. Renamed *Koka* (ATA–185) on 16 July 1948, most of her towing assignments have carried her to Long Beach, Port Hueneme, San Pedro, and San Francisco. Over the years she has traveled the Pacific coast from California to Alaska

USS *Koka* (AT–31)

while towing barges and district craft to Kodiak, Alaska; Seattle, Wash.; and Portland and Astoria, Oregon. *Koka* continues her coastal towing out of San Diego for the 11th Naval District into 1967.

Koka as *ATA–185* received one battle star for World War II service.

Koningen Der Nederlanden

A former name retained.

(Str: t. 5,020; l. 455'2"; b. 55'2"; dr. 26'5"; s. 14.5 k.; cpl. 221; a. 4 6", 2 1-pdrs., 2 mg.)

Koningen Der Nederlanden, a Dutch ship launched by Nederland S.B. Maats, Amsterdam, Holland, in 1911, was seized by custom officials at San Francisco, acting under the Executive Order of 20 March 1918; and commissioned 4 April, Lt. Comdr. N. T. Payne, USNRF, in command.

Assigned to NOTS, *Koningen Der Nederlanden* departed San Francisco 5 May 1918, arriving Balboa, C.Z., on the 11th. Here she was converted to a troop transport before steaming on to Norfolk in mid-July to prepare for a cruise to the war-ravaged European continent.

On 6 August *Koningen Der Nederlanden* was detached from NOTS and assigned to the cruiser-transport force embarking over 2,200 Army troops for duty in Europe. For the next 3 months the transport made two more round trip cruises from Norfolk to French ports, arriving Brest, France, on her third cruise 9 November. The Armistice which ended World War I was signed 2 days later, and *Koningen Der Nederlanden* was assigned the task of returning war veterans to the United States.

From November 1918 until August 1919 the transport made 5 cruises from French to American ports, carrying with her over 10,000 soldiers of the American-European forces to their home shores. *Koningen Der Nederlanden* arrived New York from her final crossing on 19 August and decommissioned 7 November 1919 for return to her owner.

Konoka

A village in Seneca County, N.Y.

(YT–151: dp. 237; l. 100'; b. 25'; dr. 9'7"; s. 12 k.)

Konoka (YT–151) was built 1940 to 1941 by the Defoe Shipbuilding Co., Bay City, Mich.; and placed in service 7 June 1941, in the 3d Naval District, New York, where she performed various harbor duties throughout her entire service. *Konoka* was reclassified YTB–151 on 15 May 1951. During Feb. 1962 she was again reclassified YTM–151, and in 1967 continues in service in the 3d Naval District, New York, N.Y.

Konpira Maru, see *YP–343*

Kooyong III, see *YP–75*

Kopara

A former name retained.

(AK–62: dp. 679; l. 193'; b. 35'8"; dr. 13'8"; s. 12 k.; a. 4 20mm.)

Kopara (AK–62) was built in 1938 by Richardson Co., Ltd., Napier, New Zealand; purchased in early August 1942 from her owner, Henry Robb, Ltd., Auckland, New Zealand, through the New Zealand Government; and commissioned 21 September 1942 at Auckland, Lt. (j.g.) H. R. Greeley in command.

Reclassified as AG–50 on 23 September, *Kopara* departed Auckland 5 October for supply runs from Noumea, New Caledonia, and Espiritu Santo, New Hebrides, to Guadalcanal and Tulagi, Solomons. Arriving Noumea 9 October, she steamed on the 14th for Espiritu Santo to take on board supplies for the embattled American force on Guadalcanal. Loaded with torpedoes and general cargo and escorted by *Nicholas* (DD–449), she departed 19 October. *Kopara* arrived Lunga Roads during midwatch 22 October and began unloading operations which were completed that evening despite harassing gunfire from enemy shore batteries and a noon attack by Japanese dive bombers. Protected by *Nicholas*, *Kopara* departed Guadalcanal undamaged and returned to Noumea 27 October.

During the next few months, *Kopara* continued supply runs to the Solomons; and, while she unloaded at Guadalcanal and Tulagi 13 through 15 November, American battleships, cruisers, and destroyers fought the enemy in two fierce night naval battles off Savo Island. From 20 February to 26 June 1943, she carried cargo along the sea lanes between Auckland, Noumea, Efate, and Espiritu Santo. And from 11 July to 17 September she shuttled supplies between New Zealand and Norfolk Island.

After a voyage to the New Hebrides, *Kopara* departed Noumea 10 November to resume supply duty in the Solomons. She reached New Georgia 16 November; and, for almost 8 months, ranged the waters of Melanesia from Bougainville to New Caledonia bringing supplies to forces which loosened the enemy's hold on the Bismarck Archipelago and New Guinea. Returning to New Caledonia 7 August 1944, she began supply runs eastward out of Noumea. Between 10 August and 21 December she made four voyages to Fiji, American Samoa, and the Ellice Islands. She departed Noumea 24 December and steamed via Norfolk Island to Auckland 3 January 1945. *Kopara* decommissioned 12 January and was turned over to the New Zealand Joint Purchasing Board for return to her previous owner.

Kopara received one battle star for World War II service.

Korana, see *YP–273*

Kosciusko

Thaddeus Kosciusko, born in Lithuania 12 February 1746, came to America in 1776 to assist the colonies in their struggle for independence. He distinguished himself throughout the American Revolution, especially in the defense of West Point and at the seige of Yorktown. After the American victory, Kosciusko fought with skill and courage in Europe for Polish freedom. He died in Switzerland 2 April 1817.

Lancaster No. 3, a ship in the Ellet Ram Fleet, was ordered renamed *Kosciusko* 8 September 1862, but continued to be called *Lancaster No. 3* (*q.v.*) or simply *Lancaster*.

Koyo Maru, see *YP–562*

Kraken

A legendary sea monster believed to haunt the coasts of Norway.

(SS–370: dp. 1,526; l. 311'9"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 66; a. 1 5", 10 21" tt.; cl. *Balao*)

Kraken (SS–370) was launched 30 April 1944, by the Manitowoc Shipbuilding Co., Manitowoc, Wis.; sponsored by Mrs. John Z. Anderson, wife of Congressman Anderson of California; and commissioned 8 September 1944, Comdr. Thomas H. Henry in command.

Kraken steamed by way of Chicago to Lockport, Ill., 27 September 1944, and was towed in floating dry dock down the Mississippi River arriving at Algiers, La., 4 October. Ten days later *Kraken* cleared Algiers, tran-

sited the Panama Canal and underwent intensive training in the Gulf of Panama. She sailed for Hawaii 4 November and arrived Pearl Harbor the 21st.

Kraken departed Pearl Harbor 12 December 1944, for her first war patrol, touched at Saipan the 23d, set course for Indochina next morning. There she maintained lifeguard duty in support of 3d Fleet Carrier strikes. While on station she rescued a *Lexington* pilot from rough seas and evaded a strafing enemy plane by diving. Finding no targets *Kraken* set course for Fremantle, Australia, arriving there 14 February 1945.

Kraken departed on her second war patrol 15 March and maintained lifeguard duty in the South China Sea supporting aircraft carrier strikes against Singapore and Saigon. She returned to Subic Bay, P.I., 26 April.

Departing on her third war patrol on 19 May 1945, *Kraken* set course for the Gulf of Siam. After searching in vain for enemy targets, she shifted to the Java Sea where on 19 June she bombarded Merak and riddled a coaster and a small ship with 5-inch and 40mm. projectiles. She saw the coaster sink and she left the small ship ablaze before clearing the harbor. Three days later, while chasing an eight-ship convoy, *Kraken's* torpedoes sank an oiler and a coastal steamer and her guns inflicted heavy damage on one of the Japanese submarine chasers. Then *Kraken* proudly sailed into Fremantle, Australia, 3 July 1945, ending her most successful patrol.

Kraken sailed on her fourth and last patrol 29 July. While seeking the enemy in the Java Sea, her patrol was cut short when she received news of Japan's capitulation. Sailing for Subic Bay, she arrived 21 August.

Kraken cleared Subic Bay 31 August 1945, touched at Pearl Harbor, and arrived at San Francisco 22 September. On 14 October she rendezvoused with Halsey's 3d Fleet and formed a part of honor escort for Admiral Halsey, as he passed under the Golden Gate Bridge in Flagship, *South Dakota*. Ten days later *Kraken* visited Longview, Wash., for the first postwar Navy Day celebrations and returned to San Francisco 31 October where she was placed out of commission 4 May 1946.

Kraken remained in reserve status until 18 September 1958, when she was assigned to Pearl Harbor Naval Shipyard for activation overhaul and fitting out preparatory to transfer for loan to the Spanish Government 17 October 1958. She serves the Spanish Navy as *Almirante Garcia* (S–31).

Kraken received one battle star for World War II service.

Kraus, Richard E., see *Richard E. Kraus* (AG–151)

Kretchmer

Raymond Joseph Kretchmer, born 30 January 1917, in Chicago, Ill., enlisted in the U.S. Naval Reserve 29 August 1940. He was appointed Midshipman, Naval Reserve, at Northwestern University and commissioned Ensign 12 September 1941.

Ens. Kretchmer was assigned to active duty 12 September and served on board *Astoria*. He was killed in action 9 August 1942 when *Astoria* was sunk by Japanese naval forces during the Battle of Savo Island.

(DE–329: dp. 1,200; l. 306′; b. 36′7″; dr. 8′7″; s. 21 k.; cpl. 186; a. 3 3″, 6 40mm., 10 20mm., 9 dcp., 2 dct.; cl. *Edsall*)

Kretchmer (DE–329) was laid down 28 June 1943, by Consolidated Steel Corp., Orange, Tex.; launched 31 August 1943; sponsored by Miss Betty Kretchmer, sister of Ens. Kretchmer; and commissioned 13 December 1943, Lt. R. C. Wing, in command.

After a Bermuda shakedown *Kretchmer* departed Charleston, S.C., 15 February 1944, for operations in the Caribbean. Based at Port-au-Spain, Trinidad, she escorted convoys to Cuba and Bermuda until sailing for Key West 2 May. Assigned to an air wing training detachment, *Kretchmer* operated with torpedo bombers for 3 weeks, before departing Charleston 8 June escorting a convoy to Europe. Sailing via Curacao, D.W.I., *Kretchmer* screened shipping bound for Naples in preparation for the assaults on southern France. After returning to the United States 16 July, the escort ship made one more cruise to Naples during the summer.

Between 20 September 1944 and 27 April 1945, *Kretchmer* sailed as escort to five convoys from New York to United Kingdom ports. After victory in Europe, she prepared for Pacific Fleet duty arriving Pearl Harbor 5 July. Clearing Pearl Harbor 1 August, *Kretchmer* was en route to the Philippines when hostilities stopped 14 August.

Serving in the Far East until 1 April 1946, the destroyer escort engaged in occupation and repatriation operations, including the evacuation of Allied prisoners of war from Formosa during September 1945. *Kretchmer* also served on escort duty, mine patrol, and mail runs between Chinese ports. Departing Hong Kong 1 April 1946, she returned home by way of the Indian Ocean and Mediterranean Sea, arriving Charleston, S.C., 29 May. *Kretchmer* decommissioned at Green Cove Springs, Fla., 20 September 1946.

After extensive conversion, *Kretchmer* recommissioned as DER–329 on 22 September 1956, Lt. Comdr. C. F. Fadeley in command. After shakedown in the Caribbean, the radar picket arrived at Boston 18 December to commence operations in the Northern Radar Barrier. Based at Newport, R.I., from 1957 to 1962, she remained on picket duty, making regular patrols to provide early warning to the continental air defense systems. *Kretchmer* also made cruises to northern Europe in 1958, 1961, and 1962, and in August 1961 rescued six men from foundered Icelandic fishing vessel *Sleipnir*.

In the aftermath of the Cuban missile crisis, *Kretchmer* departed Newport 23 November 1962 for picket duty off the southern coast of the United States. While operating as plane guard and screen for *Essex* (CVS–9) in Key West waters, *Kretchmer* rescued two shrimp fishermen from disabled fishing vessel *Ala*, after they had been fired upon by Cuban "Mig" aircraft. On 21 February 1963, while *Kretchmer* was guarding *Ala*, a Mig–17 made four passes at the disabled fishing craft before turning tail ahead of U.S. Marine aircraft.

Kretchmer continued picket and training operations in the Atlantic until 21 May 1965, when she entered Boston Naval Shipyard for overhaul prior to deployment in the western Pacific. The ship departed Newport, R.I., for Guam, arriving 2 August after a stopover at Pearl Harbor.

One month later, *Kretchmer* joined other vessels off the South Vietnam coast in Operation "Market Time," keeping coastal traffic under surveillance to prevent the shipment of Communist arms and supply to South Vietnam by sea. Her motor whaleboat came under heavy small arms fire during a roundup operation in November. No American casualties resulted and *Kretchmer's* search party seized a large number of suspected guerrilla infiltrators.

By the end of a year of patrol, the ship had investigated some 17,000 contacts, and boarded over 1,000 small craft. On 10 December *Kretchmer* steamed into Apra Harbor, Guam, where she remained until her departure 22 February 1966 for a 7½-month deployment with the 7th Fleet. She continued "Market Time" patrol off the northwest coast of Vietnam and provided gunfire support for the Marines and Army on shore. She left Subic Bay 29 September for her homeport, Guam, where she remained through part of October. *Kretchmer* then departed for further radar picket escort duties off Vietnam through 1966 into 1967. Her continued presence on the South China seacoasts delineates the commitment of the United States to the preservation of the independence of South Vietnam.

Krishna

In Brahmanic mythology, the eighth incarnation of Vishnu, second god of the Hindu Trimurti, and a hero of inumerable exploits whose feats surpassed those of Hercules and Archilles in prowess.

(ARL–38: dp. 2,125; l. 328′; b. 50′; dr. 11′2″; s. 12 k.; cpl. 253; a. 8 40mm., 12 20mm., cl. *Achelous*)

Originally classified LST–1149, *Krishna* was reclassified ARL–38 on 14 August 1944; and laid down 23 February 1945, by Chicago Bridge & Iron Co., Senaca, Ill.; launched 25 May 1945; sponsored by Mrs. Eva Best Smith; placed in reduced commission during transfer to Mobile, Ala., for conversion; and commissioned 3 December 1945, at Mobile, Lt. Lyle E. Brown in command.

Departing Mobile 8 January 1946, *Krishna* arrived Norfolk 14 January for duty with Amphibious Group 2 at Little Creek, Va. For more than 19 years the landing craft repair ship operated out of Little Creek, and support-and-repair operations have carried her from Baffin Bay to the Caribbean. From 25 May to 31 August 1951 she participated in Operation "Blue Jay" during the initial phase of establishing the large air base at Thule, Greenland. While at Little Creek she made annual deployments to Puerto Rico, the Virgin Islands, and other Caribbean Islands supporting amphibious landing exercises.

Krishna departed Little Creek 5 October 1964, and sailed to waters off southern Spain, arriving Huelva 26 October. While there she participated in Operation "Steel Pike I," the largest amphibious landing operation since World War II which sent more than 28,000 2d Division marines storming the shores on a mock invasion. One of 84 naval ships, *Krishna* provided support and replenishment services during this impressive exercise that clearly illustrated the strength and diversity of American naval sea power and emphasized the Navy's ability and readiness to move a vast amphibious force to any shore if needed in keeping the peace. Departing Huelva 4 November, *Krishna* steamed to the East Coast via Oporto, Portugal, and arrived Little Creek 29 November.

From 1 December to 22 February 1965, *Krishna* reactivated *Kirwin* (APD–90), and on 1 June she was assigned to Service Force, Pacific Fleet. Departing Little Creek, she steamed via Pearl Harbor and Guam for duty in the Far East. Operating out of Subic Bay, Philippines, she reached the Gulf of Thailand off the coast of Vietnam 17 September and began duty as support ship for patrol craft of U.S. Coast Guard Squadron 1. While the cutters patrolled coastal waters to prevent infiltration of ammunition and supplies to the Viet Cong, *Krishna* served as a repair facility and fueling station as well as an operations, communications, and command center. Later in the year she also provided services for eight 50-foot "Swift" launches that arrived to strengthen the coastal surveillance program.

Krishna remained on station until 1 December when she departed for Bangkok, Thailand, arriving 3 December. She returned to her various support duties in the Gulf of Thailand 11 December. In February *Krishna* raised and salvaged *PCF–4*. On 30 April men from *Krishna* helped extinguish a fire in An Thoi, a South Vietnamese village. She had a number of distinguished visitors through 1966, including Secretary of the Navy Paul H. Nitze on the 15th of July. On 21 July the landing craft repair ship headed for Sasebo, Japan, with a stopover at Kaoshiung, Taiwan, 29 July to provide repair facilities, arriving Sasebo 9 August. *Krishna* departed Sasebo for Vietnam 22 September, arriving in the Gulf of Siam 7 October to resume her WestPac mission. *Krishna* continued to patrol off the coast of Vietnam through 1966 into 1967.

Kroll, Cornelius (YN42), see *Okisko* (YNT–10)

Kroonland

A former name retained.

USS *Krishna* (ARL–38)

(SP–1541: t. 12,241; l. 580'0"; b. 60'0"; dr. 31'1"; s. 16 k.; cpl. 414; a. 4 4", 2 1-pdrs., 2 mg.)

Kroonland was built in 1902 by William Cramp & Sons, Philadelphia, Pa., for the International Merchantile Marine Co. and operated as a passenger liner principally between New York and Antwerp. On 2 February 1915 en route to San Francisco, she was one of the first passenger liners to transit the Panama Canal. In 1916 she transferred to the American Line and ran between New York and Liverpool.

Shortly before the United States entered World War I, the Navy placed guns on the ship, and an armed naval guard embarked 25 March 1917 to protect her from German submarines. On the morning of 20 May 1917, while the liner steamed through a heavy fog toward Liverpool, a torpedo struck her without exploding. Two minutes later her lookouts spotted a submarine bearing down on *Kroonland* so close aboard that the liner's guns could not be depressed enough to open fire on the raider. Although the U-boat, apparently also taken by surprise, reversed her screws and tried to turn to avoid a collision, she lightly struck the liner's hull and scrapped along her side before diving out of sight. Meanwhile two more torpedoes came with some 20 feet of hitting *Kroonland*'s stern. That afternoon the liner sighted another submarine surfaced some 1,000 yards off her port quarter. *Kroonland* immediately began shelling the U-boat, forcing her to dive for safety.

The Army took over the ship at New York 18 February 1918, loaded her with military equipment, and sent her to St. Nazaire, France. After returning New York 9 April, *Kroonland* was converted to a troop transport by William J. Kennedy Co. The Navy acquired and commissioned her 22 April, Commander Manley H. Simons in command. As a naval transport, she made five round-trip voyages to France before the Armistice.

On 10 July, as she steamed homeward from her second voyage for the Navy, a lookout spotted a periscope rising from the water about 200 yards away. *Kroonland* opened fire and the fourth shot from her No. 4 gun "burst with a tremendous cloud of dirty blue smoke" exactly on the periscope. The submarine zig-zagged "erratically back and forth until she was directly in the disturbed water of our wake." The transport continued firing until the submarine disappeared, leaving an oil slick which could be seen for at least 15 minutes.

After the war *Kroonland* shuttled across the Atlantic returning American veterans. She decommissioned and was returned to her owner 1 October 1919. On 14 April 1920 she resumed commercial runs between the United States and Europe. In 1923 she transferred to Panama Pacific Line to sail between New York and San Francisco. She was scrapped in 1927.

K'thanga, see *YP–132*

Kukui

A former name retained.

(t. 677; l. 174'; b. 30'; dr. 12'6")

Kukui (lighthouse tender) was acquired from the Lighthouse Service by an Executive Order of 11 April 1917. She operated out of Pearl Harbor in the 14th Naval District for the entire period she was under naval jurisdiction. *Kukui* was returned to the Lighthouse Service under an Executive Order of 1 July 1919.

Kula Gulf

The night naval battle of 6 July 1943 between an American cruiser-destroyer task group under Rear Admiral W. L. Ainsworth and a powerful Japanese destroyer force in a 5-mile-wide gulf between Kolobangara and New Georgia, Solomon Islands. The task group sank one enemy destroyer and drove a second ashore, while Japanese torpedoes sank cruiser *Helena*.

(CVE–108: dp. 11,373; l. 557'1"; b. 75'; ew. 105'2"; dr. 32'; s. 19 k.; cpl. 1.066; a. 2 5", 36 40mm., 20 20mm., ac. 34; cl. *Commencement Bay*)

Vermillion Bay (CVE–108) was renamed *Kula Gulf* 6 November 1943; laid down by Todd-Pacific Shipyards, Inc., Tacoma, Wash., 16 December 1943; launched 15 August 1944; sponsored by Miss Dorothy Mott; completed by Williamette Iron & Steel Corp., Portland, Oreg.; and commissioned at Portland 12 May 1945, Captain J. W. King in command.

After shakedown and night carrier training off the West Coast, *Kula Gulf* departed San Diego 5 August for operations with the 7th Fleet in the Western Pacific. Steaming via Pearl Harbor and the Marshalls, she arrived Leyte Gulf, Philippines, 14 September. During the next 2 months she patrolled the East China Sea out of Okinawa and shuttled planes between Saipan and Guam. Assigned to "Magic-Carpet" duty, she departed Guam 17 November with 600 veterans of the Pacific fighting embarked and steamed to San Francisco, arriving 4 December. Between 10 December and 10 January 1946 she returned to the Far East; and, after embarking 1,520 returning veterans at Tientsin and Tsingtao, China, she sailed to the West Coast, reaching San Diego 26 January. She departed San Francisco for the East Coast 26 February, arrived Norfolk 16 March, decommissioned at Boston 3 July, and entered the Atlantic Reserve Fleet.

When the Korean conflict brought an urgent need for a greatly expanded fleet throughout the world, *Kula Gulf* recommissioned at Boston 15 February 1951, Captain Alden D. Schwarz in command. After shakedown out of Guantanamo Bay, Cuba, the escort carrier departed Norfolk 6 August and carried a cargo of airplanes to Casablanca, French Morocco. Following her return to Norfolk 1 September, she spent the next 15 months training pilots of helicopter, air-antisubmarine, and fighter squadrons to strengthen U.S. forces in Korea.

During May 1952 *Kula Gulf* supported Marine helicopter maneuvers on Vieques Island, Puerto Rico; and in October she operated as ASW screen to troop transports bound for Labrador. Following a modernization overhaul from January to July 1953, she resumed air-antisubmarine maneuvers in the Caribbean and off the Atlantic coast.

From 1953 to 1955 *Kula Gulf* helped perfect ASW techniques by participating in search and kill exercises with ships of the Atlantic Fleet. She played an important role in the development of more effective antisubmarine warfare tactics that help the Navy control the seas. In addition to ASW development, she also aided the advancement of helicopter warfare tactics, which are now so important during the struggle to repel Communist aggression in South Vietnam. *Kula Gulf* supported Marine vertical assault landing exercises at Vieques Island between February and April 1955. After returning to Norfolk 26 April, she entered Boston Naval Shipyard 13 May and Philadelphia Naval Shipyard 19 August for inactivation overhauls. She decommissioned at Philadelphia 15 December 1955 and joined the Atlantic Reserve Fleet. She was reclassified AKV–8 on 7 May 1959.

As Communist aggression in South Vietnam increased, the United States expanded efforts to protect the integrity and independence of the Republic of South Vietnam. This assistance posed vast logistic demands and created the need for additional sea power. Because of this urgent need, *Kula Gulf* was transferred to MSTS 30 June 1965 for use as an aircraft ferry. During the summer of 1965 she carried helicopters and troops of the 1st Cavalry Division from the East Coast to Vietnam. Since then she has continued aircraft shuttle operations between West Coast ports and American bases along the coast of South Vietnam into 1967.

Kumigan

(SP–97: t. 34; l. 76'; b. 13'; dr. 2'9"; s. 23 k.; cpl. 8; a. 1 1-pdr.)

Kumigan, a motor yacht built in 1917 by Great Lakes Boat Building Corp., was taken over by the Navy 8 May 1917 from Albert Pack of East Chicago, Ill., and 2 days later enrolled in the Naval Coastal Defense Reserve. However, she saw no service and was returned to her owner early in the summer of 1917.

Kuper, Charles P., see *Charles P. Kuper* (SP–1235)

Kuru, see *YP–102*

Kuwana II

Former name retained.

(SP–97: t. 34; l. 76′, b. 13′; dr. 2′9″; s. 23 k.; cpl. 8; 1 1-pdr.)

Kuwana II, a motor boat, was built by Elco Launch Co., Bayonne, N.J., in 1911; leased from her owner, Frank E. Masland of Philadelphia; taken over and commissioned 2 June 1917, Chief Quartermaster Schofield, USNRF, in command.

Enrolled in the Naval Coast Defense Reserve 8 June, *Kuwana II* was assigned to the 4th Naval District as a section patrol ship. She sailed the Delaware Bay and Delaware River from Cape May, N.J., to Wilmington, Del., and guarded the submarine net at Fort Delaware. Based at Cold Spring Harbor, Cape May, she also patrolled coastal waters and served as a dispatch and training ship. *Kuwana II* was struck from the Navy List and returned to her owner 5 December 1918.

Kwajalein

The World War II battle of 31 January 1944, for Kwajalein Atoll in the Marshall Islands.

(CVE–98: dp. 7,800; l. 512′33″; b. 65′; ew. 108′11″; dr. 22′6″; s. 19 k.; cpl. 860; a. 1 5″, 16 40mm., 20 20mm.; cl. *Anzio*)

Kwajalein (CVE–98), formerly *Bucareli Bay*, was launched 4 May 1944, by the Kaiser Co., Inc., Vancouver, Wash., under a Maritime Commission contract; sponsored by Mrs. Rudolf L. Johnson; acquired by the Navy 7 June 1944, and commissioned the same day, Comdr. R. C. Warrack in command.

After shakedown along the West Coast, *Kwajalein* cleared San Pedro 19 July 1944, bound for Espiritu Santo with passengers and a cargo of fuel and planes. Arriving 3 August, she sailed 4 days later to transport aircraft to Guam and pick up salvaged Japanese equipment for intelligence studies in the United States.

Following repairs at San Diego, *Kwajalein* got underway 7 October for operations as replenishment carrier. She loaded combat-ready aircraft at Manus and sailed for Eniwetok 5 November to replenish the carriers of Task Force 38 as they prepared for raids on Manila and the Visayas. Continuing operations from Ulithi, *Kwajalein* furnished the big carriers with the planes needed to drive the Japanese out of the Philippines. During January 1945, replacement aircraft roared from her decks to Task Force 38 flat tops for strikes on enemy air bases on Formosa and the China coast. *Kwajalein* returned San Diego 23 February for overhaul and additional aircraft before resuming operations 9 March.

From March to August *Kwajalein* carried aircraft on three cruises from Pearl Harbor to the western Pacific keeping carrier-based air groups at full strength for the massive carrier raids on the Japanese home islands. With the cessation of hostilities 14 August 1945, the carrier was assigned the task of returning Pacific veterans to the United States. She made four cruises to the Pacific Islands before arriving San Pedro 2 February 1946, from her final "Magic-Carpet" mission. On 23 April *Kwajalein* cleared San Pablo Bay for Mukilteo, Wash., arriving there 3 days later. She decommissioned at Tacoma, Wash., 16 August 1946, and joined the Pacific Reserve Fleet. Her name was struck from the Navy List 1 April 1960, and she was scrapped in Japan the following year.

Kwajalein received two battle stars for World War II service.

Kwasind

In Longfellow's poem, a friend of Hiawatha known for his great strength.

(SP–1233: t. 303; l. 180′; b. 23′6″; dr. 9′3″; s. 16 k.; cpl. 63; a. 2 3″, 2 mg.)

Kwasind (SP–1233), a steam yacht, was built by Robins Dry Dock & Repair Co., Brooklyn, N.Y., in 1914 as *Nokomis I;* then purchased from her owner, Horace Dodge, 9 May 1917. After conversion to Navy use at New York, she commissioned at New York Navy Yard 5 December 1917, Lt. Comdr. W. W. Ramsay in command.

Assigned to service in the Caribbean, *Kwasind* departed New York 9 December and sailed via Charleston and Guantanamo Bay to Santo Domingo, where she arrived 28 December. For the next 18 months she was based at Santo Domingo and sailed to Puerto Rico, St. Thomas, and Cuba with Marines and passengers. *Kwasind* remained in the Caribbean after the Armistice, sailing 9 June 1919 via Charleston for New York where she arrived 23 June. The ship decommissioned 5 July 1919 at New York and was eventually sold to W. H. Raab of Brooklyn 4 December 1919.

Kyes, James E., see *James E. Kyes* (DD–787)

Kyma, see *YP–559*

Kyne

Elden Francis Kyne, born 4 June 1910, in Ringgold, Nebr., enlisted in the Navy 1 February 1929. He was appointed Machinist 15 April 1941. Reporting on board *Astoria* (CA–34) 8 August 1941, Kyne was commissioned Ensign 15 June 1942. Ens. Kyne was killed in action 9 August 1942, when *Astoria* was sunk by Japanese naval forces during the battle of Savo Island.

(DE–744: dp. 1,240; l. 306′; b. 36′8″; dr. 8′9″; s. 21 k.; cpl. 186; a. 3 3″, 2 40mm., 10 20mm., 9 dcp., 2 dct., 3 21″ tt.; cl. *Cannon*)

Kyne (DE–744) was laid down on 16 April 1943, by the Western Pipe & Steel Co., Los Angeles, Calif.; launched 15 August 1943, sponsored by Mrs. Alma Marion Kyne, widow of Ens. Kyne; and commissioned 4 April 1944, Comdr. A. Jackson, Jr., in command.

After shakedown along the West Coast, *Kyne* cleared Los Angeles 6 June 1944, to join the Pacific Fleet. Following training and escort duty at Pearl Harbor, *Kyne* was underway 12 August to screen a task force which brought material and ships for the impending Palau Islands invasion. She departed Manus 15 September as escort to transports filled with garrison troops and supplies, landing at Peleliu 20 September. *Kyne* sailed the same day as escort to a convoy carrying wounded marines from the scene of battle.

For the next 3 months the destroyer escort continued screening operations out of Ulithi for a fleet logistic support unit which replenished both Task Force 38 and Task Force 58. Departing Ulithi 2 January 1945, *Kyne* provided escort service for refueling operations in support of the Luzon landings 6 January. She remained on station in the Philippines before returning Ulithi 21 January to prepare for the Iwo Jima landings.

Operating together with support units, she departed Ulithi 8 February to provide a screen for refueling opera-

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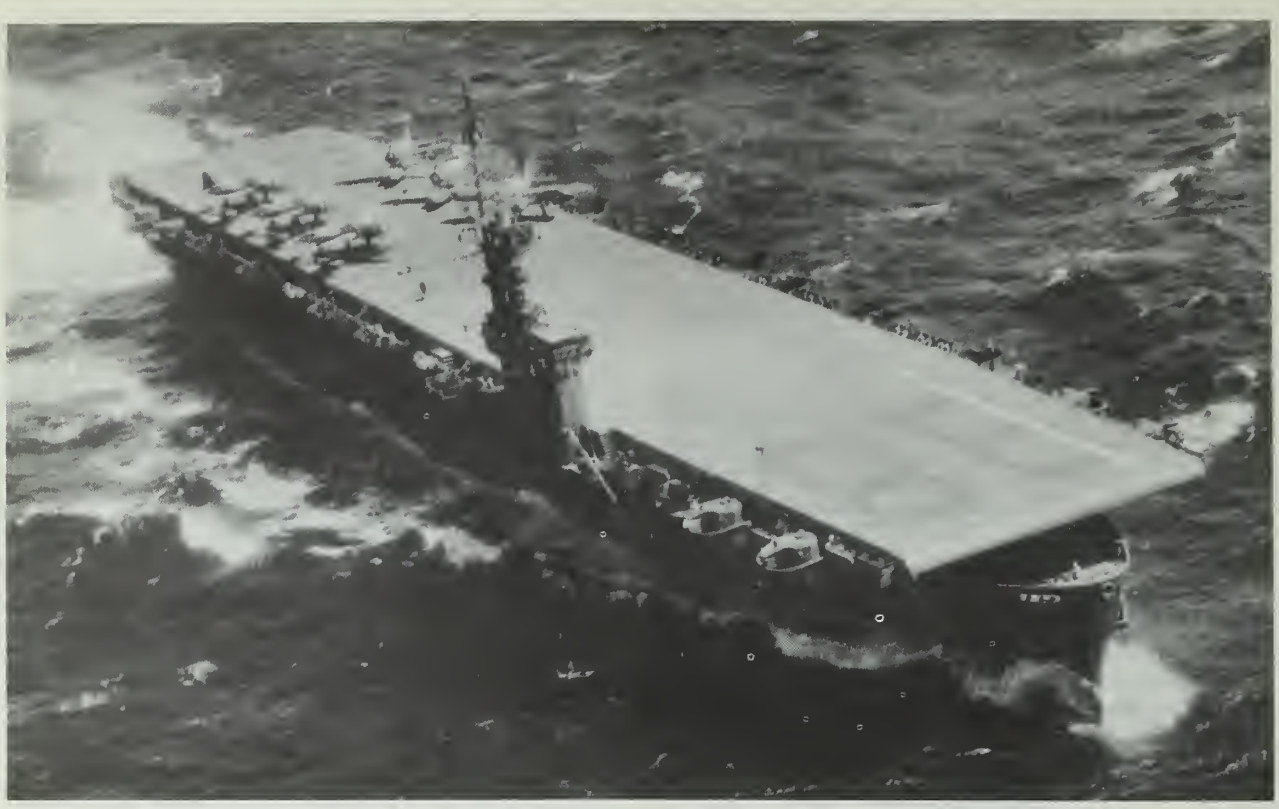


USS *Kwajalein* (CVE–98) on 11 June 1944, later reclassified AKV–34

tions during the Iwo Jima invasion. When that island was secure, giving the United States an air strip vitally needed as base for future B–29 raids on Japan, *Kyne* returned Ulithi 5 March. Sailing again 25 March as a screen to oilers, she made her way to Okinawa—the last step on the road to Japan. She continued screen and patrol operations for the support unit throughout most of the Okinawa campaign, returning Ulithi 21 May.

Kyne cleared San Pedro Bay, P.I., 26 June to screen escort carriers as they provided air support fo rthe invasion near Balikpapan, Borneo. Following the Borneo landings, she returned to the logistic support group during July as planes of the fleet rained fire on the Japanese home islands. Upon cessation of hostilities 14 August and, after 43 days at sea, *Kyne* arrived Tokyo Bay 28 August as part of the occupation force. Departing Yokosuka 2 October, the destroyer escort arrived Philadelphia 23 November via Pearl Harbor and Long Beach. *Kyne* decommissioned at Green Cove Springs, Fla., 14 June 1946.

During 1947 *Kyne* was designated in service, in reserve, and operated as a reserve training ship out of Fort Schuyler, N.Y. She recommissioned 21 November 1950, Lt. Comdr. Carl L. Scherrer in command; and was assigned to the 3d Naval District as a reserve training ship. For the next nine years, *Kyne* provided the training necessary to maintain a well-drilled reserve, ready to defend the nation during any crisis. *Kyne* decommissioned 17 June 1960, at New York and remains in the Atlantic Reserve Fleet at Philadelphia.

Kyne received six battle stars for World War II service.

Appendix I

HISTORIC SHIP EXHIBITS IN THE UNITED STATES

PART I—Enshrined Fighting Ships of the Continental, the United States, and the Confederate States Navies.

PART II—Major Parts and Commemorative Displays of Fighting Ships of the United States and Confederate States Navies, and contemplated major salvage projects.

PART III—Foreign Warships.

PART IV—Selected Merchant Ships.

PART V—Selected Museums where Naval and Maritime Memorabilia are displayed.

PART VI—Alphabetical Locator by State and City.

An 18th century map of the eastern shore of North America

USS *Alabama* (BB–60) 1 December 1942

USS *Arizona* (BB–39) Memorial at Pearl Harbor

PART I

ENSHRINED FIGHTING SHIPS OF THE CONTINENTAL, THE UNITED STATES AND THE CONFEDERATE STATES NAVIES

All over the United States there are museums and battlefield memorials, but there are no monuments on the high seas where our nation's fate has often hung in the balance. Enshrined warships can in some measure take their place. These ships are living museums, most being in their own environment near the stormy seas, but in a snug harbor. To visit and walk the deck of a ship launched in 1797 for example is an exciting and unforgettable experience.

This part covers enshrined fighting ships that are maintained by public spirited individuals through private enterprise and without the aid of Federal monies. Five exceptions exist to this general rule: USS *Constitution*, a commissioned Navy ship at Boston; USS *Arizona* and USS *Utah* at Pearl Harbor where they sank on 7 December 1941; USS *Missouri* (BB–63) as a part of the Navy's Reserve Fleet at Bremerton, Wash.; and *Intelligent Whale*, a very small submarine, at the Navy Yard, Washington, D.C.

No attempt has been made to create a complete history of each ship but rather to develop a listing of each by name and show the location of the ship. Complete histories on each will be included in the applicable volume of the *Dictionary of American Naval Fighting Ships*. For the convenience of the reader, Part VI of this listing provides an alphabetical index by State and city. The ships are not indexed but rather are listed alphabetically in the text.

USS *Alabama* (BB–60)

Dedicated on 9 January 1965 to the memory of the men and women of all the armed forces from Alabama who served so gallantly in World War II and Korea, USS *Alabama* has since been the featured attraction of Mobile's 100-acre Marine Park, located on the south side of U.S. Route 90, just east of the Tensaw Bridge.

After commissioning in 1942 and underway training, *Alabama* reported for duty in the Pacific where, with her powerful 16-inch guns and antiaircraft batteries, she earned nine battle stars for her outstanding service in World War II.

Alabama was formally accepted by the USS *Alabama* Battleship Commission, a State sponsored but privately supported organization, in Seattle, Wash., 7 July 1964. The 35,000-ton battleship was then towed 5,600 miles to Mobile, Ala., through the Panama Canal which she cleared with only 12 inches on each side. Daily progress has brought the battleship closer to her wartime condition and appearance. In June 1965, an OS2U "Kingfisher" seaplane was placed on board; and several 20mm. guns have been added to her mighty armament. Public facilities and displays are in the Battleship park area.

During the first year of operation as a memorial, *Alabama* was visited by close to a half million people. In full view from Route 90, she is open every day from 8 a.m. to sunset. For information, address: USS *Alabama* Battleship Commission, Post Office Box 65, Mobile, Ala. 36601.

"The more you hurt the enemy, the less he will hurt you."

—Rear Admiral Alfred Thayer Mahan.

USS *Arizona* (BB–39)

Public Law 85–344, an act to authorize construction of United States Ship *Arizona* Memorial, was approved on 15 March 1958.

Partially submerged in Pearl Harbor, where she sank on 7 December 1941, *Arizona* proudly flies the National Ensign as she did on that day of infamy. Though no longer in commission, the American flag is raised and lowered aboard her in morning and sunset ceremonies as is the practice on board all commissioned ships of the Navy.

In recognition of her sacrifice Admiral Radford said on 7 March 1950:

> "From today on, the USS *Arizona* will again fly our country's flag as proudly as she did on the morning of 7 December 1941. I am sure the *Arizona's* crew will know and appreciate what we are doing."

At a cost of $526,000 in public and private funds, the simple wooden platform erected for his speech was replaced in 1961 by a concrete memorial structure in gleaming white over the sunken hulk. Relics of *Arizona* may be viewed in a museum to the left of a ceremonial bridge, while to the right, white marble plaques bear the list of those killed on that fateful Sunday morning. The memorial was dedicated on 30 May 1962 in remembrance of all the valiant men who gave their lives for our country in the Pearl Harbor attack. More than half the men killed on that day died in the battleship *Arizona.*

Platforms which extend outward from the memorial accommodate visitors boarding or returning to shore. The Navy provides shuttle-boat service to *Arizona* leaving frequently from Halawa Gate Landing, Pearl Harbor. *Arizona*'s bells are now treasured relics. One hangs in Student Union Tower at the University of Arizona, Tucson; the other bell, displayed for many years at the First National Bank in Phoenix, Ariz., is now at Pearl Harbor as part of the *Arizona* Memorial.

"A nation's character is the sum of its noble deeds."

—*Henry Clay.*

USS *Banning* (PCE–886)

The patrol craft or escort ship is designed to screen coastal convoys and conduct antisubmarine patrol. Besides its ability to operate offensively and defensively against submarines, this type ship can destroy surface or aerial targets at close range. These small guardians of the Fleet also proved valuable on air-sea rescue missions. *Banning* and her 97-man crew rendered yeoman service to the Pacific Fleet. During the first dozen years of her life her varied career included duty as a weather station in the Philippines for a year and as an interisland transport operating out of Tutuila for another year following World War II.

Banning also supported United Nations Forces in Korea. With the outbreak of hostilities in Korea in 1950, many ships of the Reserve Fleet were activated. *Banning* was among those recalled. Outfitted with a new suit of electronic gear, she assisted in the support of the Korean operation. Most noteworthy were her participation in the mock invasion of Kojo and her escort work with the 1st Marine Division at Inchon.

Placed in Reserve after Korea, *Banning* was transferred 15 July 1962 to the Port of Hood River, on the Columbia, near Portland, Oreg. Visits to her can be arranged through the Hood River Chamber of Commerce, whose members and associates contribute many hours of devoted labor to maintain their ship in top condition.

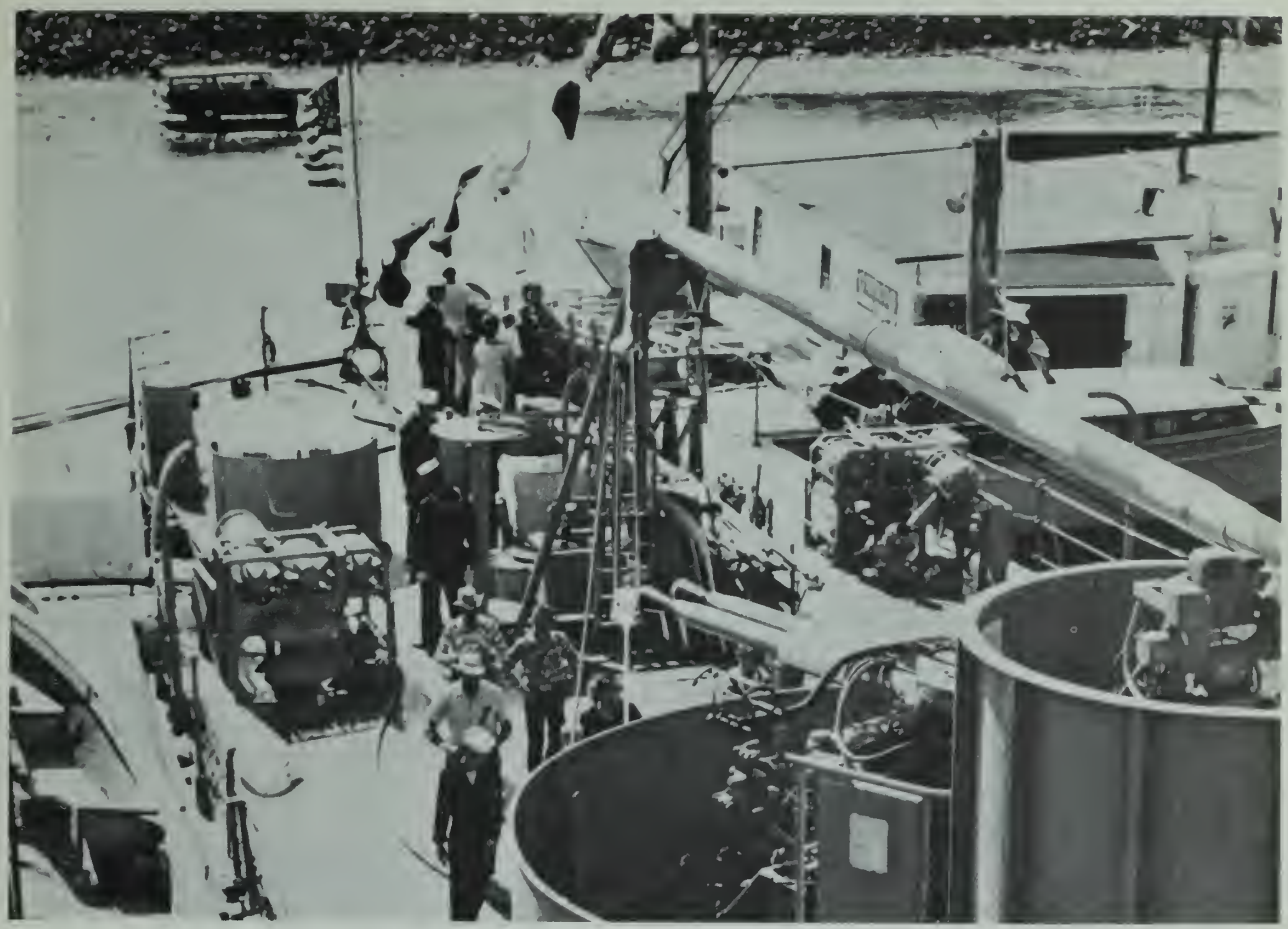
"Do your duty—fight until you sink."

—*Admiral Franklin Buchanan at Mobile Bay, 1864.*

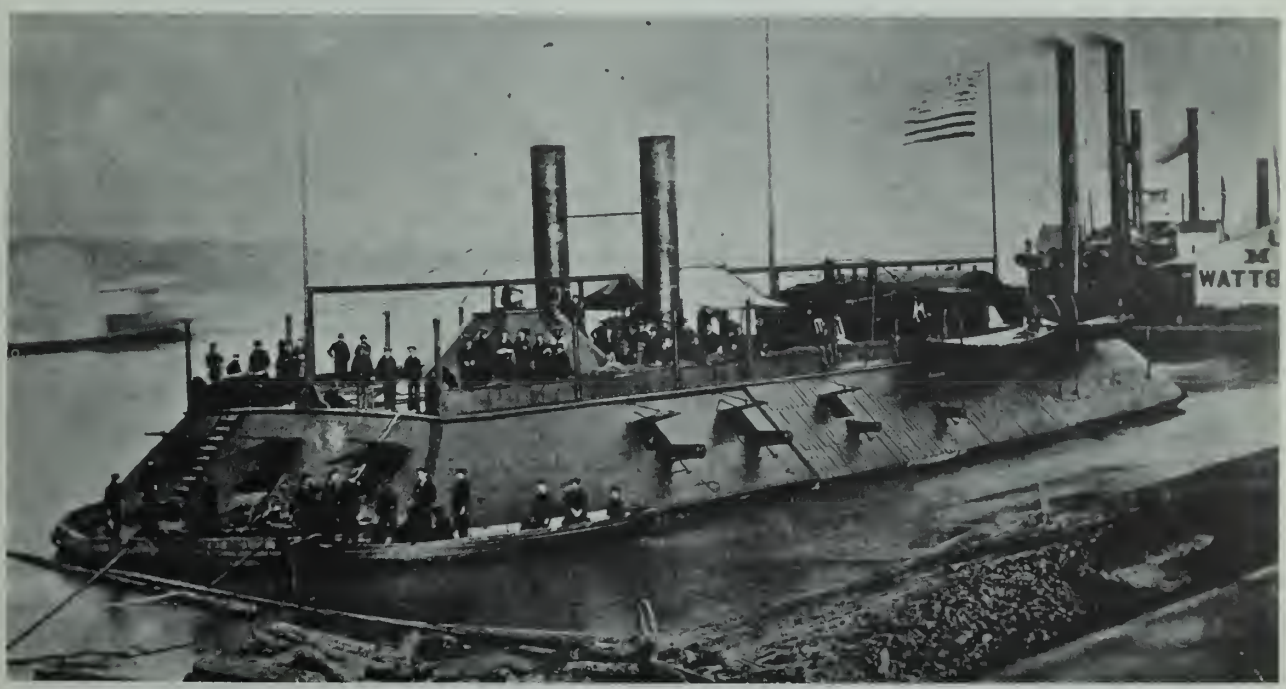
USS *Cairo*

Cairo was one of the famous ironclad river gunboats built by James B. Eads, which were known as "Pook Turtles" because of their ungainly appearance and their designer, naval constructor Samuel Pook, who worked under the supervision of Commander John Rodgers and Captain Andrew Foote. These warships spearheaded the Union thrust into the South along the Mississippi River and its tributaries, which split the Confederacy and won the war in the West.

Cairo was sunk 12 December 1862, first victim of a "torpedo" (mine) in combat on the Yazoo River. This was during the Yazoo Pass Expedition, a part of General Grant's wide sweep to capture strongly fortified Vicksburg—"Gibraltar of the West."



Visitors begin conducted tour of USS *Banning* (PCE–886) at Hood River, Oreg.



USS *Cairo*

She was rediscovered by National Park historian Edwin C. Bearss and geologist Warran Grabau in the summer of 1956. U.S. Navy divers and underwater demolition experts assisted with the removal of ammunition, including treacherous black powder, found in the magazine.

Cairo attracted wide attention during the difficult salvage operation. After restoration at Pascagoula, Miss., she returned to Vicksburg as the main attraction of an admirable local museum. The salvage of *Cairo* has been a joint venture of State and county organizations under the administration of the Mississippi Agricultural and Industrial Board.

"He who holds the sea must be master of the empire."

—*Cicero, "Ad Atticus."*

USS *Constellation*

Celebrated as our oldest warship afloat, built under an appropriation by the American Congress *Constellation* is a center of attention at Baltimore. She returned to her home port in July 1955 to be preserved as a national shrine by the Star Spangled Banner Flag House Association. The *Constellation* Committee of this small group of dedicated patriots has expended endless hours of volunteer service to preserve and restore this "living" example of America's strong and great tradition. This splendid frigate, the "Yankee Race Horse" by nickname in the 1790's, has seen significant progress in her return to her original appearance.

Much of the restoration is being financed by the sale of commemorative "coins" struck from the bronze spikes once used in the ship. These are not only collector's items, but serve as life-time passes which entitle the bearer to free admission to the ship. When work is completed, she will be berthed in Baltimore Harbor at Fort McHenry. Already designated a National Historical Shrine, *Constellation* may be visited on the downtown Baltimore waterfront at the pier on Pratt Street.

One of the ship's 6,000-pound anchors remains on display at the Naval Station in Newport, R.I., where she served as a training vessel for naval cadets in her last years in commission. There, too, Fleet Admiral King flew his flag in her as Commander, U.S. Atlantic Fleet.

"I wish peace from the bottom of my soul, but I desire to see us prepared for war in every respect. . . ."

—*Commodore Thomas Truxtun in a Letter to Timothy Pickering, 8 December 1807.*

USS *Constitution* (IX–21)

"Old Ironsides" earned her sobriquet in fierce combat with HMS *Guerriere* 19 August 1812 when the heavier gunned British ship opened fire and the shot fell in the sea after glancing ineffectually off the hull of *Constitution.* When scheduled to be broken up for scrap, an effective measure to save her was Oliver Wendell Holmes' stirring lines:

"Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rung the battle shout,
And burst the cannon's roar;
The meteor of the ocean air
Shall sweep the clouds no more."

On her decks are enshrined some of the proudest traditions of the American people. "Old Ironsides" has become a living symbol of the Navy itself. A favorite frontispiece for school texts since the turn of the century, she was chosen by the Post Office Department in 1964 as one of the three symbols of our heritage—together with the eagle and Liberty Bell—to appear on a 4-cent blue stamped envelope. She is one of Boston's leading tourist attractions and is especially sought out by foreign travelers.

Constitution may be visited outside the main gate of Boston Naval Shipyard, close to historic Bunker Hill in Charlestown, a stone's throw from where she was launched in 1797. Proudly she flies her pennant as our oldest commissioned warship afloat, with the further distinction of being flagship of Commandant, 1st Naval District.

USS *Constellation* in 1893

"If that fellow wants a fight, we won't disappoint him."

—*Captain Isaac Hull*,
USS Constitution *1812*.

The launching of the *Constitution*

Launching of USS *Holland* (SS–1), Crescent Shipyard, Elizabeth, N.J., 17 May 1897

Holland's Prototypes of USS *Holland* (SS–1)

John Philip Holland's first submarine, a steam-powered midget only 14 feet long, made experimental dives in the Passaic River, N.J., in 1878 for the Fenian Society, a group seeking independence for Ireland. Holland's project had been rejected by the U.S. Navy in 1875. Prevailing factors included the Nation's stringent economy of the 1870's and the impracticability of an effective sea-going submarine with existing technology. Experience gained with this one-man model led Holland, an immigrant schoolteacher in Paterson, N.J., to build his three-man *Fenian Ram* in 1881. He made frequent dives in New York Harbor. These two submarines were the forerunners of 54-foot USS *Holland* (SS–*1*) that the Navy bought from the Holland firm, 11 April 1900, to inaugurate the "Silent Service".

The first Holland product was raised from the Passaic River in 1927. She and *Fenian Ram* are on exhibit in Paterson, N.J., a few miles northwest of New York City's George Washington Bridge. The earlier submarine rests in the City of Paterson Museum, Broadway at Summer Street, while *Fenian Ram* is in West Side Park.

"I have always felt relieved when a naval officer has arrived on the scene because he always kept within the situation."

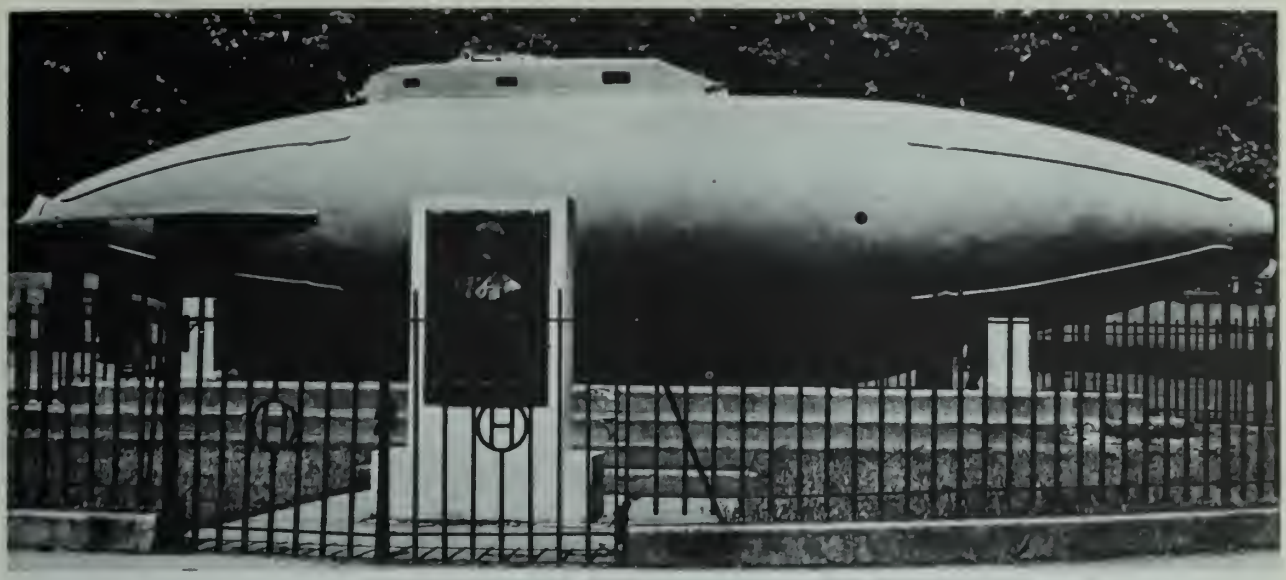
—*John Hay, Secretary of State.*

Intelligent Whale

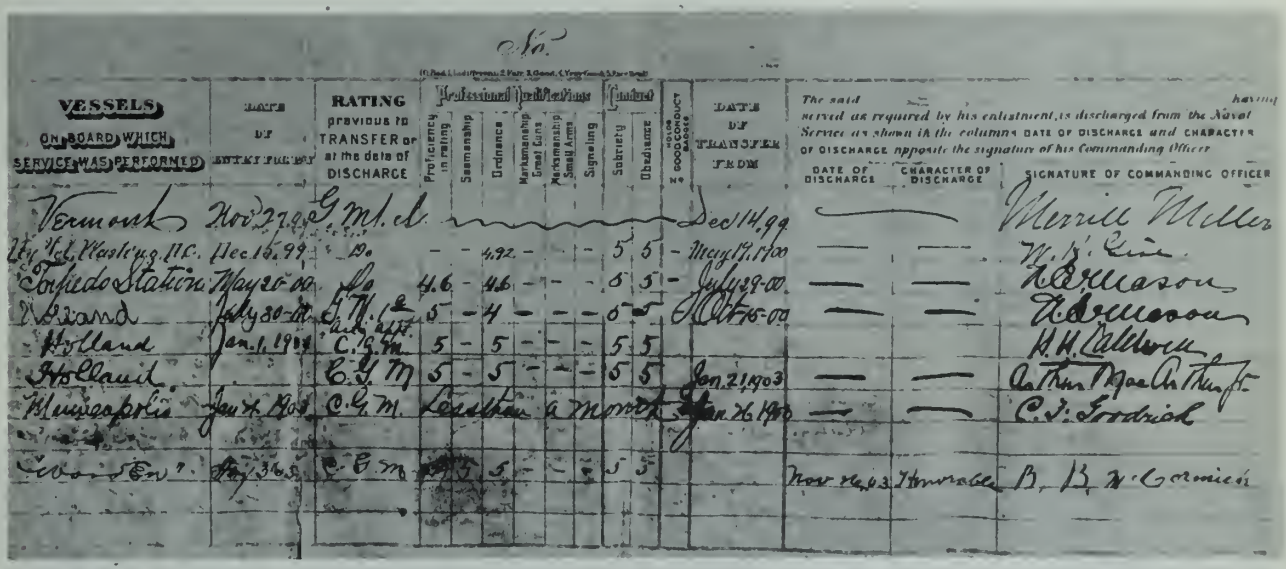
On exhibit for many years as a relic at the New York Naval Shipyard, Brooklyn, opposite the main entrance to the Commandant's headquarters, was this hand-cranked, 30-foot experimental submarine. With the closing of the yard in 1966, she now is exhibited at the Navy Memorial Museum, Naval Historical Display Center, Washington Navy Yard.

Intelligent Whale was laid down during the Civil War and condemned in 1872. This was the United States' last official effort to develop an undersea warship until important engineering and electrical developments of the late 19th century made submarines practical.

Intelligent Whale, manned by six to 13 persons, could submerge for several hours, and make about 4 knots underwater. Plans for the submarine were proposed by Scovel S. Merriam, and financ-



A Holland Submarine at Paterson, N.J.



VESSELS ON BOARD WHICH SERVICE WAS PERFORMED	DATE OF ENTRY THEREON	RATING previous to TRANSFER or at the date of DISCHARGE	Professional Qualifications: Proficiency in rating	Seamanship	Ordnance	Marksmanship Great Guns	Marksmanship Small Arms	Signaling	Subsurface	Obedience	No. of Good Conduct Badges	DATE OF TRANSFER FROM	DATE OF DISCHARGE	CHARACTER OF DISCHARGE	SIGNATURE OF COMMANDING OFFICER
Vermont	Nov 27 99	G.M.1.c.	—	—	—	—	—	—	—	—	—	Dec 14 99			Merrill Miller
2d Y.C. Washington, D.C.	Dec 16 99	Do	—	—	4.92	—	—	—	5	5	—	May 17 1900			W. F. Eno
Torpedo Station	May 25 00	Do	4.6	—	4.6	—	—	—	5	5	—	July 29 00			R. Wilson
Viper	July 30 00	G.M. 2d asst.	5	—	4	—	—	—	5	5	—	Oct 16 00			R. Wilson
Holland	Jan 1 1901	C.G.M.	5	—	5	—	—	—	5	5					H. H. Caldwell
Holland		C.G.M.	5	—	5	—	—	—	5	5		Jan 21 1903			Arthur MacArthur
Minneapolis	Jan 26 03	C.G.M.	Less than a Month									Jan 26 1903			C. J. Fredrick
Essex	May 3 03	C.G.M.	5	—	5	—	—	—	5	5			Nov 14 03	Honorable	B. B. Wilson

Continuous service certificate of Chief Gunners Mate William Reader—Chief of the boat in USS *Holland* (SS–1). Marking system based on 5.0 vice 4.0.

ing and construction were largely by Augustus Price and Cornelius S. Bushnell. Mr. Halstead was the principal designer and operator of *Intelligent Whale.* Her sinking and condemnation came after his death when his heirs tried to complete the contract without his experience.

This early submarine may be seen daily, along with many other interesting outdoor exhibits in the old Washington Navy Yard not far from the U.S. Capitol. The stirring Navy Memorial Museum before which the submarine is displayed may also be visited every day except Sunday.

". . . if they had had two of those things in Manila, I never could have held it with the squadron I had."

—Testimony of Admiral George Dewey, 1901, on military value of submarines.

Intelligent Whale

USS *Massachusetts* (BB–59)

Representative of the ultimate in U.S. Naval power at the opening of World War II, *Massachusetts* is the sixth battleship built in the Commonwealth of Massachusetts in the 20th century. She arrived from Norfolk, Va., 12 June 1965 for "Welcome Home, Mamie" ceremonies at State Pier, Fall River. She is enshrined there, in the shadow of the Braga Bridge (Interstate Route 195), as a permanent memorial to all war veterans of the Commonwealth and a monument to the Bay State's traditional shipbuilding skill. *Massachusetts* was first opened to the public at Fall River, 31 July 1965. Many thousands of visitors have boarded this great dreadnaught of World War II since then.

Massachusetts played a major role in the Casablanca action 8 November 1942. By August 1945

USS *Missouri* (BB–63)—16-inch projectiles in flight.

A commemorative plate in her deck marks the spot above which the Instrument of the Japanese Surrender in World War II was signed on board USS *Missouri* (BB–63).

she had won 10 more battle stars while adding mighty firepower to the Pacific Fleet from the Gilbert Islands to Japan. *Massachusetts*, south of Tokyo when hostilities ceased, had recently fired 265 of her 16-inch projectiles into industrial plants along the coast of Honshu. Upon arriving off Norfolk in 1946, the mighty battleship completed her last assignment when her crew manned the rail for President Truman, embarked in the newly commissioned carrier *Franklin D. Roosevelt.*

"If we fight, hit hard and break clean. There is glory enough for us all."

—*Captain E. M. Whiting on board* Massachusetts *off Casablanca, November 1942.*

USS *Missouri* (BB–63)

This noted 45,000-ton battleship—illustrious symbol of VJ–Day—is at the Puget Sound Naval Shipyard, Bremerton, Wash. In Tokyo Bay, on her "surrender deck," the formal capitulation document was signed by Japanese Premier Shigemitsu, bringing World War II to a close. A bronze plaque imbedded in *Missouri*'s deck marks the historic spot.

Next "Mighty Mo" became symbolic of American seapower in the Eastern Mediterranean. In response to strong Soviet pressure against Iran, Turkey, and Greece—early manifestations of the Communist expansionism which precipitated the Cold War—the formidable warship arrived Istanbul, Turkey, 5 April 1946. Her presence in the Bosporus underscored America's determination to thwart the Russian thrust toward the ancient sealanes of the Mediterranean and helped preserve the precarious peace in the troubled Middle East.

Again the symbol of American capability to protect freedom, *Missouri* returned President Truman and his family from the Rio de Janeiro Conference in September 1947. At this historic meeting, the United States joined the nations of Latin America in negotiating the Inter-American Treaty of Reciprocal Assistance, which remains the foundation for joint defense of the Western Hemisphere.

Following the invasion of the Republic of South Korea by North Korean troops in June 1950, *Missouri* once again steamed to the Western Pacific where she had first become a symbol of America's modern seapower. As the first battleship to reach Korean waters, she unleashed her mighty guns during the campaign which, spearheaded by the brilliant amphibious invasion of Inchon, repelled the initial Communist advance. During ensuing months she cruised along both coasts of the war-torn peninsula and pounded important enemy positions with devastating gunfire.

While helping to contain the Communist aggression in Korea, this powerful vanguard of the

USS *Massachusetts* (BB–59) 4 July 1944

CSS *Muscogee* in the process of restoration

Pacific Fleet continued to serve the Nation and the free world as both a weapon of war and an instrument of peace until 26 February 1955 when she decommissioned at Bremerton, Wash. Although now in Reserve, "Mighty Mo" remains very much a part of the Navy and is a popular center of attention at Bremerton. Visited by more than 100,000 people during the Seattle Century 21 Exposition in 1962, she can best be reached by a once-daily, weekday, 75-minute guided bus tour of the Pacific Reserve Fleet at Bremerton.

"We will win only by fighting."
—*Fleet Admiral Chester Nimitz.*

CSS *Muscogee* (or *Jackson*)

Launched in December 1864 at Columbus, Ga., this Confederate ironclad was captured and burned before commissioning by Federal troops during Wilson's cavalry raid on Columbus, Ga., 17 April 1865. Her remains, raised and preserved by the Georgia Historical Commission, are priceless relics at the Conferedate Naval Museum in Columbus.

Discovery of this gunboat added significantly to present day knowledge of Confederate naval construction and design. Until recently it was presumed that *Muscogee* was a centerwheel ironclad steamer. The remains of this ship cast doubt as to the traditional theory of her propulsion, as the evidence now points to twin-screw machinery.

"America can make every product we need for the preservation of freedom; only men can make America."
—*Admiral Arleigh A. Burke, Commencement Address at the U.S. Naval Academy, June 1958.*

CSS *Neuse*

The ram *Neuse*, a flat-bottom, shallow-draft ship, was designed for duty principally in the sounds and rivers along the North Carolina coast. This twin-screw steamer of 376 tons, 158 feet long, with a draft of 7 feet, carried a crew of 150 officers and men.

She was burned and sunk by her own crew in March 1865 at the approach of General Sherman's Army from Georgia. Her hull has been raised and restored for public display at the Governor Richard Caswell Memorial site just off U.S. 70A, 2 miles west of Kinston, N.C. "Coins" of historical interest, struck by the local committee, are helping to finance enshrinement of this ship that lay on the bottom of the Neuse River for nearly 100 years.

CSS *Neuse* under reconstruction

"Every attempt to make war easy and safe will result in humiliation and disaster."

—*General W. T. Sherman*, Personal Memoirs.

"Aim not only to hit first, but to keep hitting, and oftener than the other fellow."

—*Fleet Admiral E. J. King.*

USS *Niagara*

Relief flagship of Commodore Oliver Hazard Perry in the Battle of Lake Erie, 10 September 1813, was the 110-foot brig *Niagara*, of 20 guns. Raised from the sands of Misery Bay near Erie during the centenary of the battle and reconstructed by the Commonwealth of Pennsylvania from the remains, *Niagara* may now be visited at the foot of State Street, Erie, Pa. After transferring his flag, inscribed with heroic words of Captain James Lawrence, "Don't Give Up the Ship!", from *Lawrence* to *Niagara*, Perry went on to victory and penned the immortal, "We have met the enemy and they are ours . . ."

USS *North Carolina* (BB–55)

First of the Navy's modern, 35,000-ton battleships, *North Carolina* is berthed off the channel of the west bank of Cape Fear River, in full view of downtown Wilmington, N.C. This imposing memorial was dedicated 29 April 1962. Everything above her main deck is open to the public—officers' quarters, examples of the crew's living compartments, combat information center and, most impressive, three huge 16-inch gun turrets. This capital ship, a veteran with 12 Pacific battle stars, was known affectionately for years as "The Showboat". Now she is one in a new sense—a new departure in telling the Navy's story to the Ameri-

USS *Niagara*

can public. Some 2 million visitors have boarded *North Carolina.* Since 1 April 1965, they have been treated to a "sound and light" dramatic enactment of her career. Splendid illumination and animation, stereophonic sound, guns belching realistic fire and smoke captivate and inform up to 1,000 visitors during a typical 45-minute production of "The Immortal Showboat"—first spectacle of its kind in this country.

North Carolina, the third ship so named, is a veteran of every major Pacific campaign of World War II from the time of the landings on Guadalcanal in 1942 until the formal signing of the document for the surrender of Japan on board *Mis-*

USS *North Carolina* (BB–55) at Wilmington. Photo by Hugh Morton

souri 2 September 1945. During 40 months of combat duty in the Pacific, she steamed over 300,000 miles and was six times reported sunk by the Japanese propagandist, "Tokyo Rose".

"Hit hard, hit fast, hit often."
—*Fleet Admiral William Halsey, Jr.*

USS *Olympia*

Commodore George Dewey's flagship led the Asiatic Squadron past the batteries on Corregidor into Manila Bay at daybreak, 1 May 1898. At 5:40 Dewey ordered *Olympia*'s Captain, "You may fire when you are ready, Gridley!" By 12:40, Spain no longer had a fleet in the Philippines. Today, our oldest remaining steel warship, built in 1895, is beautifully restored through the efforts of public-spirited citizens working through the Cruiser *Olympia* Association. *Olympia*, filled with stirring historic objects, is a major tourist attraction in Philadelphia, berthed in the Delaware River on the North Side of Municipal Pier, foot of Race Street. She may conveniently be included in a tour of our national treasures—such as the original Liberty Bell, Independence Hall, New Hall, U.S. Marine Corps Museum, and in time, Pemberton House Army-Navy Museum, which is being developed as part of the Independence Hall Complex.

Olympia, a protected cruiser, was built in San Francisco and launched there 5 November 1892. She cruised in Asiatic Waters until arriving Bos-

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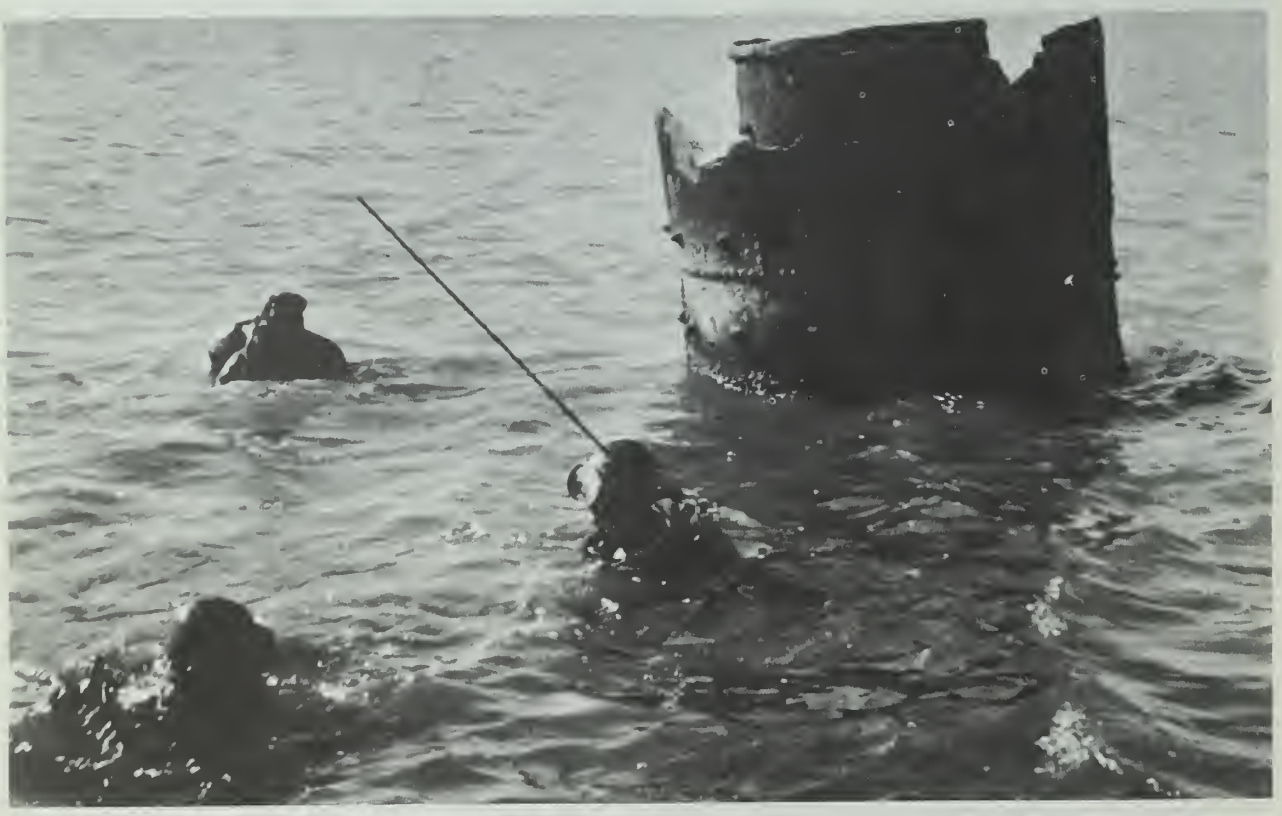


USS *Harvest Moon* Scuba divers are probing area where she sank to determine the possibility of raising her. Photo by Walter McDonald. See page 709.

Philadelphia, the Revolutionary War Gondola at the Smithsonian Institution

ton via the Suez Canal in 1899. Following duty in the North and South Atlantic, she sailed 28 April 1918 for Murmansk, Russia. A tour in the Mediterranean, return of the Unknown Soldier in 1921, a midshipman cruise and then Philadelphia Navy Yard in 1922 for decommissioning, completed her service as an active warship. Slated for the scrap pile in 1954, the public-spirited citizens of Philadelphia rescued Admiral Dewey's famous flagship and by 1958, she was completely restored.

"To defeat the enemy, come to grips with him and fight him."

—*Fleet Admiral Chester Nimitz.*

Philadelphia, Revolutionary War Gondola

The Continental gondola *Philadelphia* has been acquired by the Smithsonian Institution (U.S. National Museum) in Washington, D.C. *Philadelphia* is our oldest ship extant. She fought gallantly in the Battle of Valcour Island on Lake Champlain on 11 October 1776 as a unit of the fleet that delayed British invasion from Canada, an action that greatly influenced the American victory at Saratoga the following year. *Philadelphia*, a small gunboat, carried a crew of 45 men. She lay on the bottom of Lake Champlain from 1776 to 1935.

The gondola's battle scarred hull, in a remark-

Pioneer

able state of preservation, is one of the main attractions at the Smithsonian's new Museum of History and Technology, Constitution Avenue at 14th Street NW. In addition to much of the ship's equipment, the shot that presumably sank her is prominently displayed.

"The Sea and ships are an integral part of this country's past, present, and future."

—*Lyndon Baines Johnson.*

Pioneer, Confederate Privateer Submarine

Long a fixture of Jackson Square in front of the Cabildo, New Orleans' own submarine *Pioneer* was moved to nearby Presbytere Arcade at Louisiana State Museum in 1957. Visitors to the Old Quarter of the city should be sure to inspect her. It was from their experience with *Pioneer* that Horace L. Hunley and his colleagues went on to construct two other pioneer submarines at Mobile, Ala.—an unnamed submersible boat, often called "*Pioneer II*," and the famous *H. L. Hunley*, first submarine to sink a ship in combat.

This first *Pioneer*, a two-man privateer, was started in 1861 to counter U.S. Navy moves to patrol Lake Pontchartrain. Completed early in 1862 from quarter-inch riveted iron plates cut from old boilers, she made several descents in the Lake and, during her trials, succeeded in destroying several practice targets, including a small schooner. Before *Pioneer* could attack a Federal ship, however, Flag Officer Farragut surprised New Orleans from the sea, beginning the dismemberment of the Confederacy by driving a wedge up the Mississippi. *Pioneer* was scuttled hastily to avoid capture and lay on the bottom for many years, while Hunley and his associates fled to Mobile to resume submarine building with renewed vigor. The war was long over before *Pioneer* was raised, and installed in Jackson Square.

"Gladly would I sell my life for suceess."

Words of H. L. Hunley just prior to his death in CSS H. L. Hunley. *From the* Mobile Advertiser and Register—*16 November 1863.*

USS *Texas* (BB–35) at San Jacinto Battleground. Photo courtesy of Harper Leiper Studios

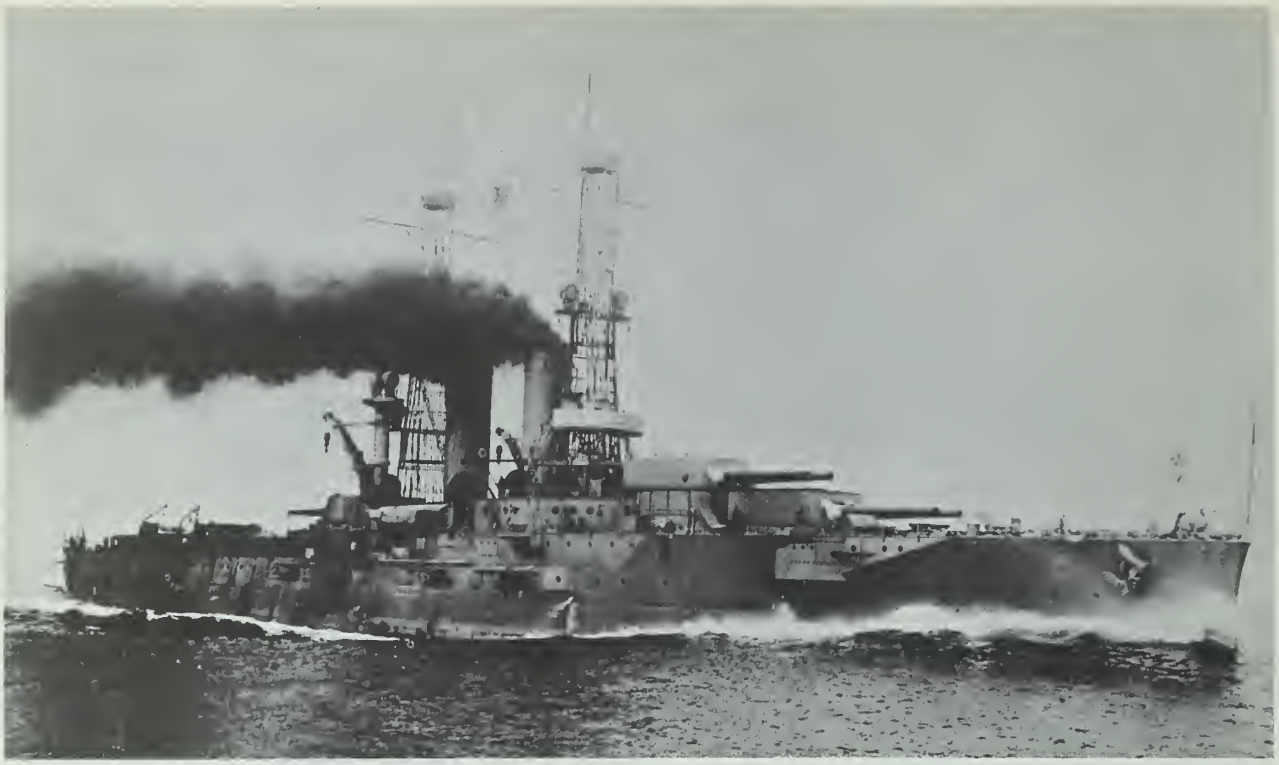
USS *Texas* (BB–35)

This combat veteran of two world wars, preserved by the people of Texas in 1948, is on exhibit off the busy Houston Ship Channel. The historic battleship is the crowning touch of the remarkable San Jacinto Battleground. The *Texas* preservation project was the first to establish a coordinated ship-and-shore memorial to a state's naval namesake and encouraged other groups to create similar exhibits. Fleet Admiral Chester W. Nimitz was present at the dedication.

Texas (BB–35) is the third ship of the U.S. Navy named for the State of Texas. By demonstrating the fighting spirit of the "Lone Star State" to the enemy in two world wars, this gallant ship proved worthy of her name.

Commissioned at Norfolk in 1914, she cruised in Mexican waters to secure redress of grievances and uphold United States' rights against the brutality of General Victoriano Huerta, who had ousted Mexico's President. She patrolled with the British Grand Fleet in World War I.

At the outbreak of war in Europe, 1 September 1939, *Texas* was ordered on neutrality patrol in the North Atlantic. Later, she joined the task force which landed 35,000 troops in North Africa. Bombarding munition dumps while her scout



USS *Utah* (BB–31)

planes bombed tanks with depth charges, this great battleship slugged it out with shore batteries until the success of the invasion of France was well assured.

In the Pacific, early in 1945, she was again on the front lines bombarding Iwo Jima and Okinawa. After the surrender of Japan she joined other ships in Magic Carpet Duty. Her last voyage was from Norfolk to Galveston in 1948 where she rests today, a justly proud addition to San Jacinto State Park. A short drive by freeway from downtown Houston brings the visitor to this panoramic naval display.

"Come on, *Texas*."

Signal from escorting destroyer as Texas, *struck by a 280mm. shell, continues to oppose German guns on Normandy, June 1944.*

USS *Utah* (AG–16, ex–BB–31)

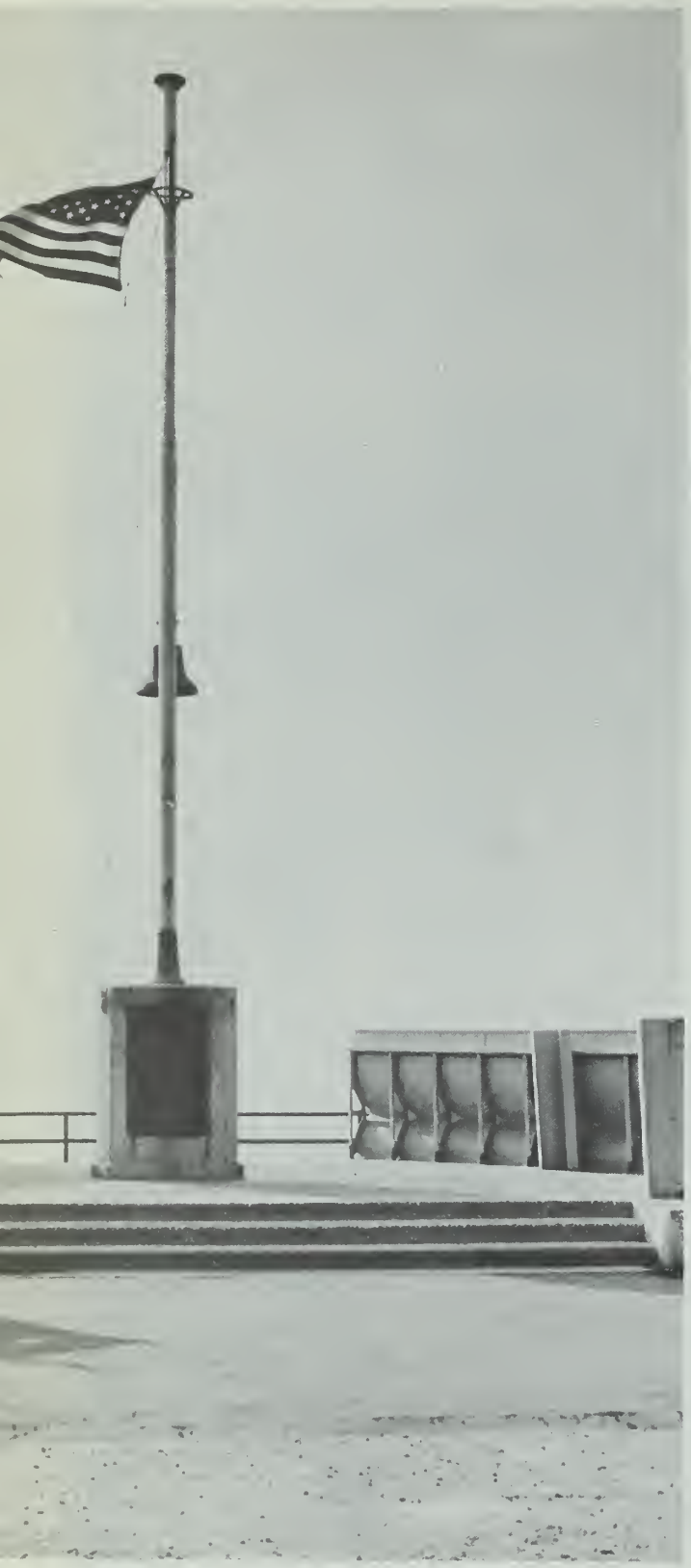
This once powerful battleship served the Nation well for some 30 years—until the bombing of Pearl Harbor. There, parts of her wreckage may be seen today, partially righted and turned inshore near where she capsized on the far side of Ford Island. Her bell is displayed by the Utah Historical Society in Salt Lake City, another bell is displayed at Naval Supply Depot, Clearfield, Utah.

Utah was a veteran of the Vera Cruz expedition and World War I Atlantic convoy duty. In 1931 she was transformed to a mobile target and antiaircraft training ship (AG–16). *Utah* made a lasting contribution to the new sciences and proved her outstanding service in developing radio control target skills, antiaircraft gunnery, dive bombing and amphibious tactics. She played a large role in the outstanding readiness of the U.S. Navy antiaircraft gunners and carrier pilots when World War II opened.

"Control of the seas means security; control of the seas means peace; control of the seas means victory."

—*John F. Kennedy.*

USS *Utah* (BB–31)'s Bell on display at Clearfield, Utah



Masts of two of our great World War II fighting ships looking out over the sea by which they valiantly helped save America. San Francisco (see p. 715) Portland (see p. 714)

PART II

MAJOR PARTS AND COMMEMORATIVE DISPLAYS OF FIGHTING SHIPS OF THE UNITED STATES AND CONFEDERATE STATES NAVIES, AND CONTEMPLATED MAJOR SALVAGE PROJECTS

The second part of this description of ship exhibits contains major parts, displays and memorials of ships whether they be in the planning stages, now building or completed. As in Part I, no effort has been made to create a ship's history. These sketches index and catalogue those ships that have been or are about to be memorialized and show physical locations of the major parts and the memorials of famous fighting ships that no longer exist. Detailed historical sketches are contained in the appropriate volume of the *Dictionary of American Naval Fighting Ships.*

CSS *Arkansas*

A citizens' group in the Baton Rouge, La., area is interested in raising the remains of this Confederate ironclad, hero of the defense of Vicksburg commanded by the redoubtable Issac Newton Brown. Confederate Secretary of the Navy, Stephen R. Mallory truly observed, "Navy history records few deeds of greater heroism or higher professional ability" than her single-handed engagement with Farragut's and Davis' flotillas in the Mississippi, 15 July 1862.

"Good men with poor ships are better than poor men with good ships."

—Rear Admiral Alfred Thayer Mahan.

USS *Balao* (SS–285)

The conning tower-fairwater of this successful World War II submarine is on display at Admiral

CSS *Arkansas*

USS *Balao* (SS-285)—conning tower

Willard Park, outside the Naval Historical Display Center, Navy Yard, Ninth and M Streets S.E., Washington, D.C. *Balao*, first of her class, won nine battle stars in 10 patrols, sinking half a dozen Japanese merchantmen.

"We shall never forget that it was our submarines that held the lines against the enemy while our fleets replaced losses and repaired wounds."

—*Fleet Admiral Chester W. Nimitz.*

CSS *Chattahoochee*

Plans are underway at Columbus, Ga., to raise and restore this ship sunk in the Apalachicola River, December 1864. This famous steam gunboat was a wooden twin screw bark with a complement of 120 men. Her boilers blew up, 27 May 1863, and she sank. *Chattahoochee* was raised and taken to Columbus, Ga., for repairs. On 1 November 1864, she was reported as thoroughly repaired and awaiting installation of boilers salvaged from wreck of CSS *Raleigh*. *Chattahoochee* has been described as having, ". . . three masts, one yard on foremast, one on mainmast. Hull black and has bowsprit." When the Confederates abandoned the Apalachicola River, *Chattahoochee* was sunk just below Columbus, Ga., to prevent capture.

" . . no one will do wrong who lays his vessel alongside of the enemy and tackles with the ram."
—*Admiral David Farragut at Vicksburg, July, 1862.*

USS *Flasher* (SS–249)

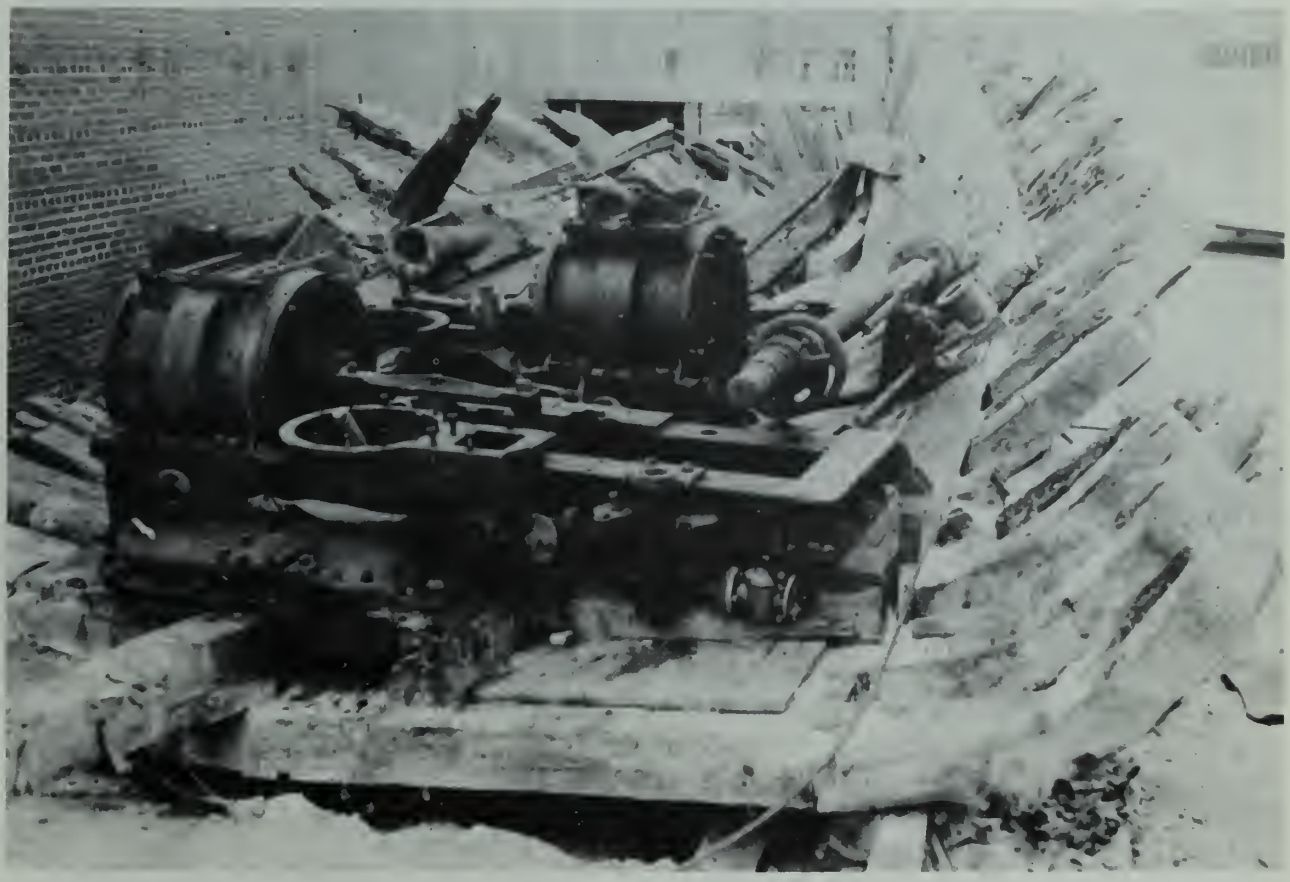
With over 100,000 tons of enemy shipping sunk during World War II, this ship ranked as a high scorer in the Submarine Service. By herself, she sank nearly 2 percent of the total enemy tonnage destroyed by U.S. submarines.

Dedicated 4 July 1964, her conning tower, bridge, shears, and periscope are a permanent memorial at the U.S. Naval Submarine Base, New London, Conn., to all undersea heroes who lost their lives in World War II.

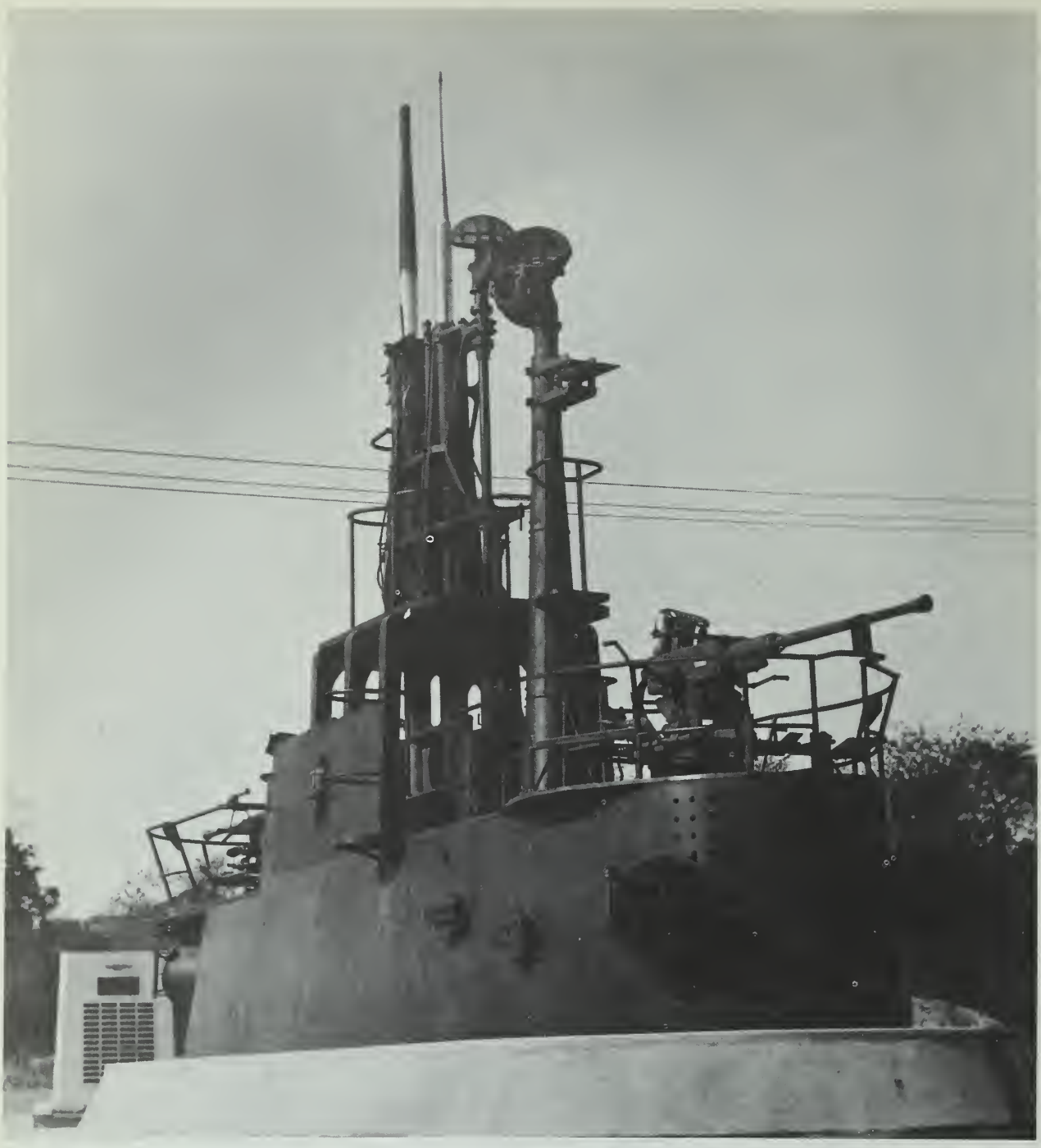
"The colors must never be struck."
—*Captain William Burrows, mortally wounded aboard* Enterprise *in action with HMS* Boxer, *1813*

USS *Franklin* (CV–13)

The fifth ship so named commissioned 31 January 1944. Before dawn of 19 March 1945 *Franklin* had maneuvered closer to the Japanese coast than had any other carrier during World War II. Her



CSS *Chattahoochee*, a wooden gunboat, was destroyed by Confederates to prevent capture. Some of her machinery, shown here, reveals that sledge hammers were used to disable the powerplant.



USS *Flasher* (SS–249)—conning tower

USS *Franklin* (CV–13) 26 April 1945

planes struck Honshu, the Japanese home island, and later Kobe Harbor. Suddenly a Japanese plane with semi-armor-piercing bombs made direct hits on *Franklin*. She lay dead in the water 50 miles from the Japanese coast and took on a 13° list. Burning fiercely, with no radio operable, *Franklin* was saved only by sheer valor and tenacity. Casualties totaled 724 killed and 265 wounded. Among those who saved many lives were Lt. Comdr. J. T. O'Callahan and Lt. (j.g.) Donald Gary, both Medal of Honor recipients. *Franklin* was taken in tow by *Pittsburgh* until she manged to get her speed up to 14 knots, to make for Pearl Harbor. She later sailed under her own power to Brooklyn, N.Y., where she was decommissioned in 1947. Her extreme damage made her unworthy of repair.

In 1966 *Franklin* was sold for scrap. Saved from *Franklin*, however, was her navigation bridge. The city of Norfolk, Va., will install this bridge in Norfolk as a permanent memorial to *Franklin* and her brave sailors.

"I'll never abandon ship, as long as a gun will fire."

—*Commander Frederick Becton, USS* Laffey, *April 1945.*

USS *Hartford*

During the Civil War, *Hartford* served as Admiral David G. Farragut's flagship in the actions at New Orleans, Vicksburg, and Mobile. For almost a century afterward, she was a familiar sight at Norfolk, Va., until she succumbed to old age and sank at her pier. The ship is no more, but mementos of her have found places in displays all over the eastern United States.

Many of these relics are now in the State of Connecticut, the location of the city after which *Hartford* was named. One of the ship's bells graces the city's new Constitution Plaza. The Navy League placed a bronze plaque with an anchor from the ship in a beautiful setting near the University of Hartford's North House administration offices on Navy Day, 1964. Connecticut Governor Abraham Ribicoff dedicated a second anchor memorial at the entrance to Mystic Seaport's yacht basin at Mystic, Conn.

The third of *Hartford*'s anchors and one of her bells are among the many artifacts at the Naval Historical Display Center, Washington Navy Yard, in the National Capital. Across the Potomac River in the Pentagon, *Hartford*'s skylight rests near the Secretary of the Navy's office.

David G. Farragut in *Hartford* bombards Forts Jackson and St. Philip en route to epic capture of New Orleans in 1862.

USS *Hartford* on 9 April 1901

USS *Harvest Moon*

Among the other relics at The Mariners Museum in Newport News, Va., the visitor finds the bilge pump, the gilded billethead, the fife rail, and a stanchion from *Hartford*. Her last anchor found its way to the exhibit at Fort Gaines on Dauphin Island in Mobile Bay, the scene of the actions which gave Farragut and the *Hartford* the adulation of a nation.

"The best protection against the enemy's fire is a well-directed fire from our own guns."

—Admiral Farragut's general order for passing Port Hudson, 1863.

USS *Harvest Moon*

Flagship of Rear Admiral John A. Dahlgren, ordnance expert and Commander of the South Atlantic Blockading Squadron, *Harvest Moon* was sunk in Winyah Bay near Georgetown, S.C., 1 March 1865, by a Confederate "torpedo" (mine). The State of South Carolina and patriotic groups there plan to raise and preserve her as a Civil War monument.

"Should you be attacked . . . I shall expect of you, at all events, to defend her to the last man."

—Stephen Decatur.

USS *Indiana* (BB–58)

The mainmast and two twin mount 40 mm guns of the second *Indiana* to serve the U.S. Navy have been enshrined near the football stadium at the University of Indiana at Bloomington. An anchor is on view at Fort Wayne, and more than a thousand other relics have been placed in schools, museums, and exhibits throughout the State. Some 210 tons of her 12-inch armor plate now form a lead-lined laboratory for radiation research under the lawn of Salt Lake City's medical center in the Utah State Capital. Another 65 tons serve a similar purpose at the VA Hospital, Hines, Ill.

The original *Indiana* (BB–1) was commissioned by Captain "Fighting Bob" Evans 20 November 1895. Her successor, BB–58, commissioned 30 April 1942 with the first *Indiana*'s 1898 battle flag flying.

Fast, tough, and powerful, she played an important part in the Pacific War. A unit in Vice Admiral J. F. Shafroth's Task Group during July 1945, her 16-inch guns had a telling effect on targets on the Japanese island of Honshu.

"Cease firing, but if any enemy planes appear, shoot 'em down in a friendly fashion."

—Fleet Admiral William Halsey, Jr.

USS *Maine*

In Arlington National Cemetery across the Potomac from Washington, D.C., the mainmast of the battleship, whose sinking triggered a war, is a memorial to the 260 men of the 355-man crew

USS *Maine* entering Havana Harbor

who died in Havana Harbor in 1898. Only 16 crew members escaped injury. Her foremast may be seen near the seawall at the U.S. Naval Academy, Annapolis. One anchor graces the memorial on Penn's Commons, Reading, Pa. Notable among other relics is a plaque, cast from *Maine* metal and dedicated to the "Americanism of Theodore Roosevelt" by his comrades in arms, on display at the Commissioned Officers' Mess at the Naval Station, Brooklyn, N.Y. A capstan is on display at Charleston, S.C.

USS *Maine* was commissioned in 1895 and was assigned to the North Atlantic Fleet. She cruised the Atlantic Coast from Maine to Key West and on 25 January 1898, she arrived Havana, Cuba. Her mission was to protect American interests during the Cuban revolt against Spain. On 15 February 1898 while moored to a buoy in Havana Harbor, she was rent in half by two explosions and sank within minutes. This apalling catastrophe precipitated the Spanish-American War.

"On the Presidential coat of arms, the American eagle holds in his right talon an olive branch, while in his left he holds a bundle of arrows. We intend to give equal attention to both."

—John F. Kennedy, "State of the Union Message, 1961."

USS *Michigan*—First U.S. Iron Warship

The bow of this sidewheeler, first iron hull ever built for the U.S. Navy, has been erected as a permanent memorial at the foot of State Street, Erie, Pa. In Erie her prefabricated sections, made in Pittsburgh, were fashioned into a hull. *Michigan* launched 5 December 1843. She spent over a century on the Great Lakes, 1844–1949, most of those years as the only ship of war on these inland waters. Renamed in 1905, when battleship *Michigan* was building, the "Original *Michigan*" is remembered with affection as *Wolverine* (later classified IX–31) by many a sailor who trained in her during the World War I era. Loaned to the City of Erie in 1927 as a relic, *Michigan* was scrapped in 1949.

"We are ready now, sir."

—Captain J. K. Taussig, Arriving With Destroyer Division Eight in Queenstown May 1917 After an Arduous Crossing.

Monitor-Merrimack (*Virginia*) Paintings

In Hampton Roads, off Newport News, Va., 9 March 1862, the first encounter between ironclads dramatized the opening of a new era in naval warfare. A plan proposed by a local editor and naval historian, Commander Alexander Crosby Brown, was adopted by the Newport News City Council in 1965: Oil paintings 4 feet by 8 feet are being executed by the muralist of Jamestown and Yorktown, Sidney E. King. The King oils are designed to be exhibited outdoor in heavy waterproof frames. The first depicts the 8 March battle when CSS *Virginia* (ex-USS *Merrimack*) destroyed

USS *Cumberland* and *Congress*, of the Hampton Roads Blockading Fleet. The work was unveiled in Christopher Newport Park late in September 1966. The second scene, the celebrated 4-hour ironclad battle of 9 March, is planned for 1968 at *Monitor-Merrimack* Overlook, near the mouth of Salters Creek, east of Anderson Park. A large-scale diorama depicting the battle between *Monitor* and *Merrimack* is on display at The Mariners Museum, Newport News, Va. Another diorama exists at the Navy Memorial Museum, Naval Historical Display Center, Navy Yard, Washington, D.C.

"From their first volley at one another, modern naval history must date its birth."

—*G. E. Hopkins.*

USS *Narwhal* (SS–167)

Built by the Navy Yard, Portsmouth, N.H., *Narwhal* commissioned 15 May 1930. Commencing her first war patrol 2 February 1942, she was one of the oldest submarines to participate in World War II. Credited with sinking seven Japanese ships including a river gun boat, *Narwhal* also served as a troop and cargo submarine. She supplied guerrilla forces with provisions and ammunition as well as being the carrier for covert troop landings.

Narwhal's two 6-inch deck guns, much used during her 13 war patrols, are permanently enshrined at New London, Conn. These guns may be viewed at the Submarine Base near Morton Hall.

USS *Michigan* Bow

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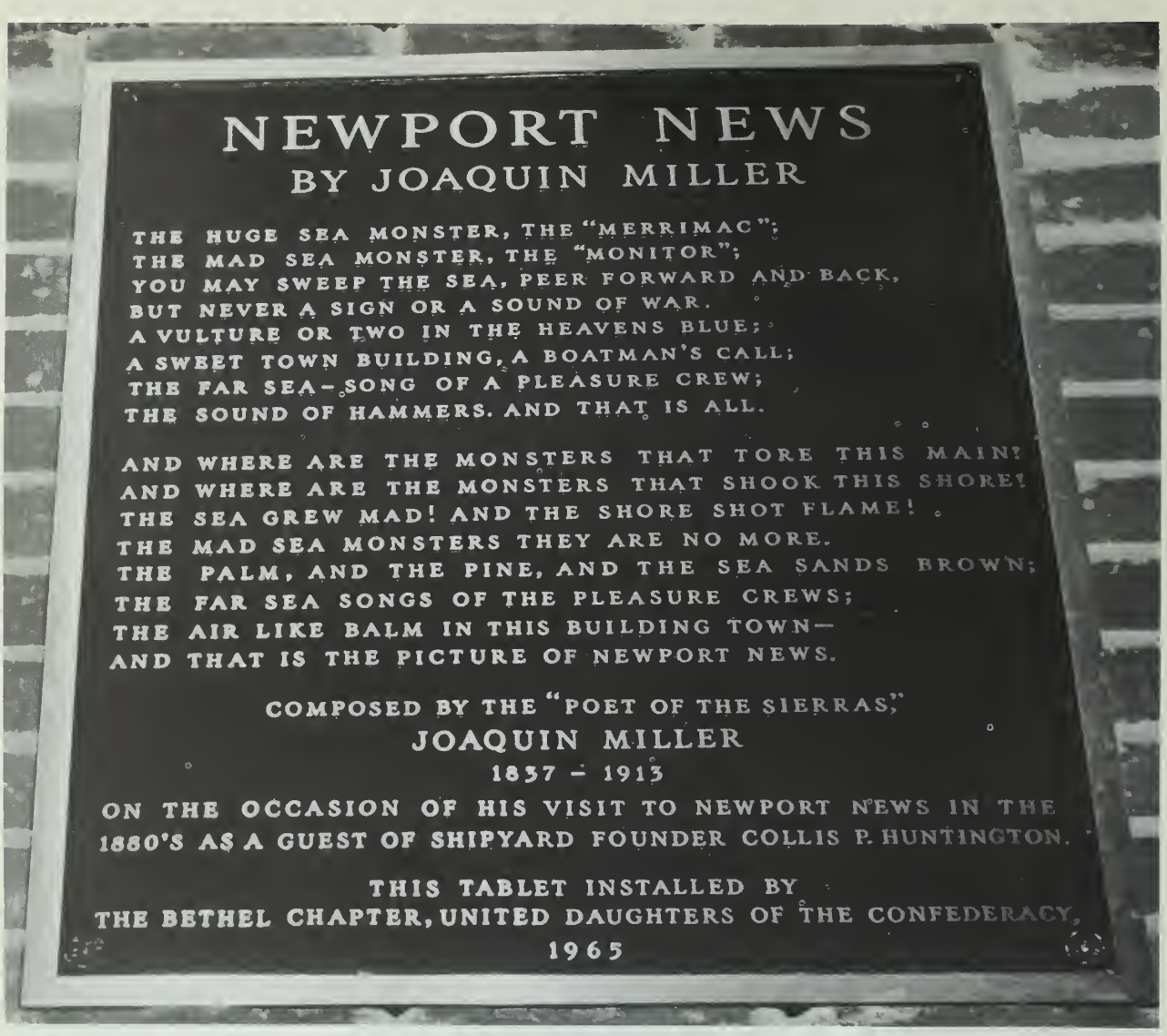


Monitor-Merrimac Plaque

"Go tell the Bashaw of Tripoli and the people of your country that in the future they may expect only tribute of powder and ball from the sailors of the United States."

—*Lieutenant Andrew Sterret, Commanding* Enterprise *in the Tripolitan Wars, February, 1801.*

Naval Museum

The U.S. Naval Historical Display Center is the national museum of the U.S. Navy, a memorial to all those who have served our beloved Nation at sea. This striking museum is filled with historic objects covering the stirring role of the Navy in the history of the United States from 1775. The huge building is a historic site in itself, having been built in 1828 and later expanded into the Breech Mechanism Shop where all major caliber guns produced for the Navy were assembled.

Exhibits are arranged in chronological order commencing with the Revolutionary War, where John Paul Jones' deathless words "I have not yet begun to fight" are reenacted by a sound and visual display. The exhibit ends with the current operations of the U.S. Navy in outer and inner space. In the huge central area of the museum, thousands of items commemorate a great variety of the Navy's complex and far-reaching activities, including diplomacy, exploration, scientific achievement and

USS *Monitor* and CSS *Virginia* engagement 1862. From F. D. Roosevelt Collection. Painting by O. O. Davidson

missions of mercy. There are "please touch" displays for juniors as well as seniors. For instance, one may view the nearby countryside and the Anacostia River through a World War II submarine periscope. There is a ship model collection that President Kennedy started from boyhood, pieces from the illfated *Thresher* recovered by *Trieste* in 8,000 feet of water, and many pieces of ordnance from the 18th, 19th, and 20th centuries. Numerous dioramas narrate the highlights of the glorious achievements of our past and present naval heroes.

The museum is open daily except Sunday from 9 a.m. to 4 p.m. and there is no charge for admission. Upon your arrival at the Navy Yard, Washington, D.C., 11th and M Streets S.E., the guards at the M or 11th Street gate will direct you to the museum and the waterfront display. Ample parking is available adjacent to the museum as well as to the outside display area. The destroyer escort USS *Loeser* and the submarine USS *Drum*, World War II ships now used for Naval Reserve training, are moored nearby.

"The physical Navy ever changes, ever evolves. Our high traditions of loyalty, service, and devotion to duty endure."

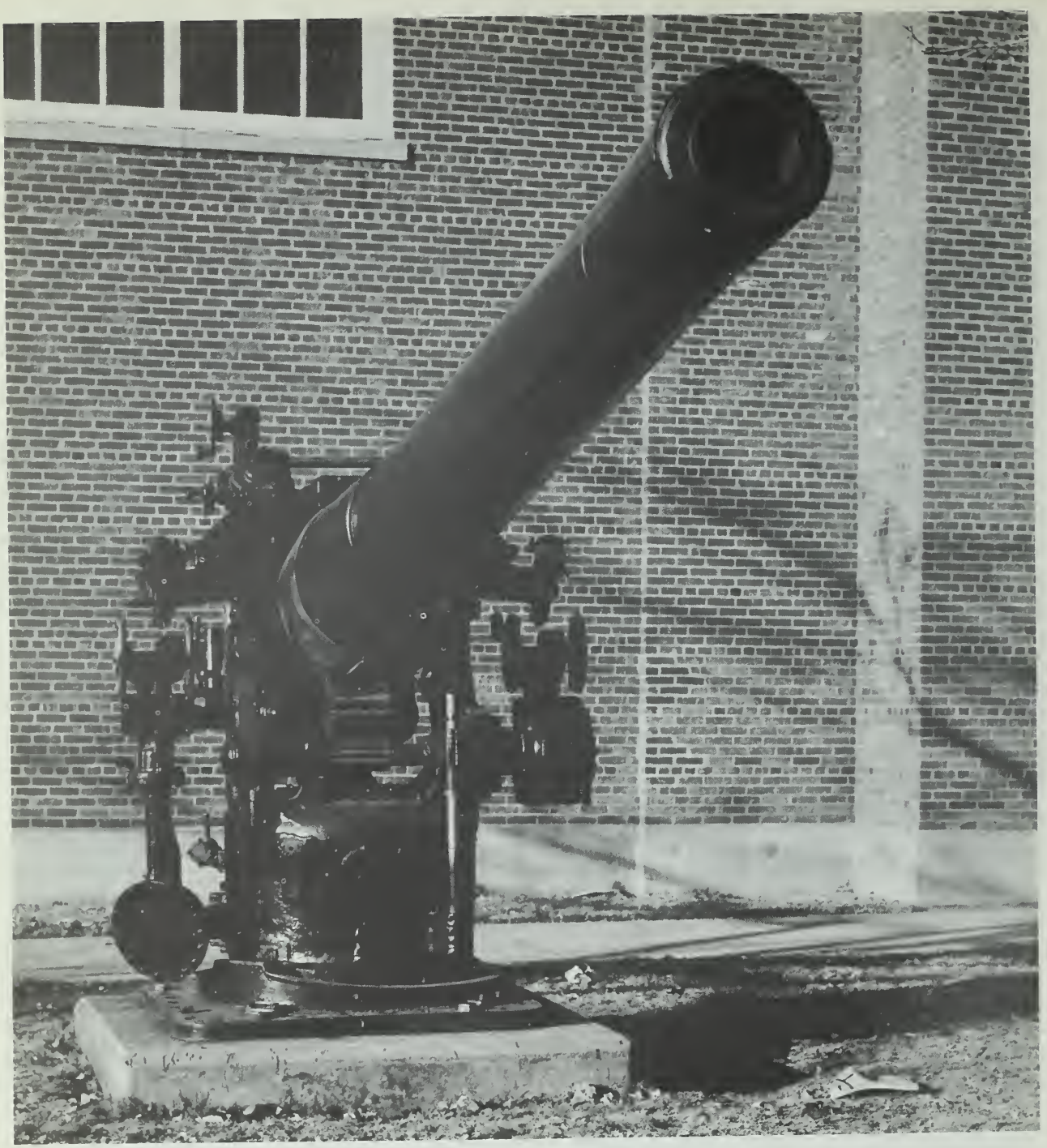
—*Admiral Forrest Sherman.*

USS *Oregon* (BB–3)

On 25 June 1925, USS *Oregon* (BB–3) was loaned to the State of Oregon to be berthed at Portland as a floating monument. USS *Oregon* was moored in Portland Harbor as a museum until World War II when the Navy recalled her for duty. Eventually she was scrapped but the city of Portland managed to salvage her mast and bow plate which are now standing in a special park on the Willamette River front. The Oregon Historical Society also preserved USS *Oregon*'s elaborate silver service, homeward bound pennant and other memorabilia.

Characteristic of the above and beyond the call of duty tradition of the U.S. Navy is the cruise of battleship *Oregon* when called on for duty in a crisis due to the impending war with Spain in 1898. She sailed around South America at a speed that astounded all naval experts. This alone would have given her an unparalleled record among battleships of the day but the culmination came in the great Battle of Santiago Harbor on 3 July when she took part in the action in which Spanish Admiral Cervera's fleet was destroyed.

Operations on the Asiatic Station, service as flagship of the Pacific Fleet, and duty as escort for transports of the Siberian Expedition in 1918 completed her commissioned service. During World



One of *Narwhal*'s 6-inch guns on display near Morton Hall, U.S. Naval Submarine Base at New London

War II she served as a floating ammunition depot at Guam. In 1956 she was sold and towed to Japan for scrap.

"We come from a land that has always been brave, and therefore free."

—*Thucydides*, Pelopponesian War.

USS *Portland* (CA–33)

The mast, open bridge, bell, and other artifacts from this heavy cruiser are preserved in Portland, Maine, as a memorial in Fort Allen Park overlooking scenic Casco Bay. A scant 2 months after her commissioning in 1933, she was the first ship

USS *Oregon* (BB–3) en route to Cuba in 1898

at the scene of the airship *Akron* disaster. Veteran of 24 major Pacific actions against Japan, and winner of a Navy Unit Commendation for heroic naval actions in the Solomons, she was the first *Portland* in the U.S. Navy and known affectionately as "The Sweet Pea."

"Don't tell me it can't be done—go out there and do it."

—*General Lucian K. Truscott.*

USS *Saginaw*'s Gig

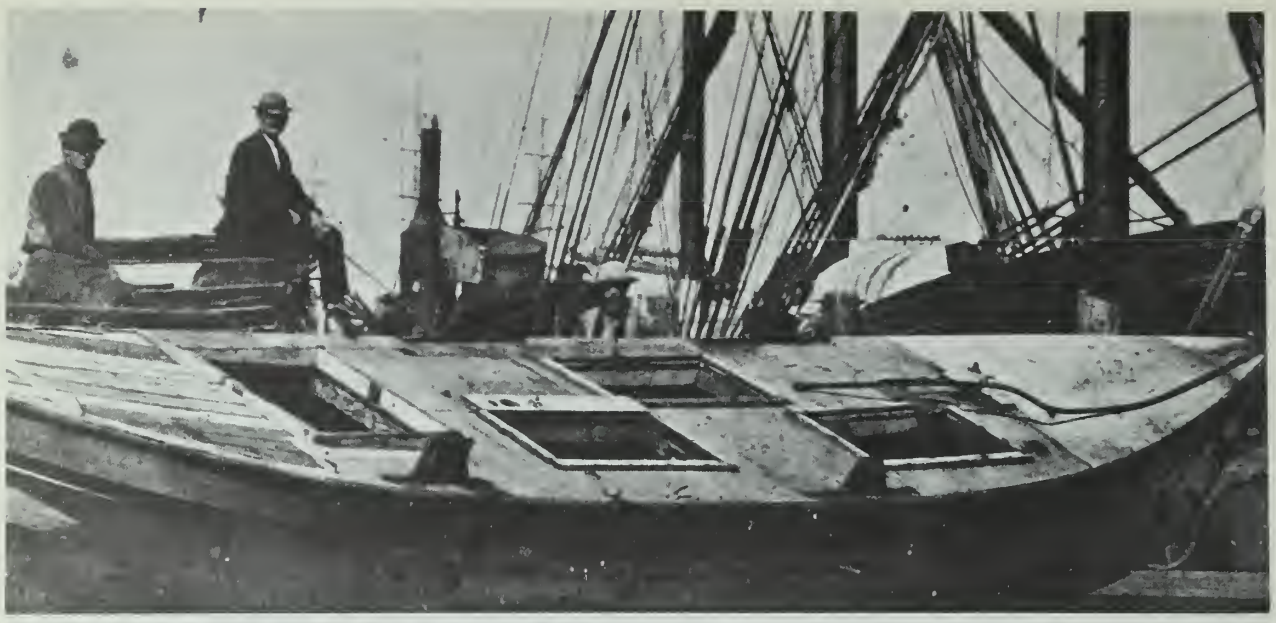
The gig in which heroic survivors of USS *Saginaw*, shipwrecked off Ocean Island, sailed 1,500 miles to Hawaii in 1871 to obtain aid for their shipmates, is at the Saginaw Museum, 1126 North Michigan Avenue, Saginaw, Mich. Generations of Naval Academy Midshipmen will remember the gig when it was exhibited at the Naval Academy Museum. The gig is in storage in 1967 and not on public display.

"The best diplomacy is futile unless supported by naval and military power."

—*Rear Admiral Richard Wainwright.*

USS *San Francisco* (CA–38)

The shell-riddled navigation bridge of this fighting cruiser, second of her name in the Navy, is mute testimony to her valiant action in the Naval Battle of Guadalcanal, 12–15 November 1942. The bridge was preserved when a replacement had to be fitted during extensive repairs after the battle. It has been built into a memorial on



USS *Saginaw*'s gig

"Land's End," a 450-foot cliff overlooking the Golden Gate. *San Francisco*, commissioned at Mare Island in 1934, earned 17 battle stars and both U.S. and Philippine Republic presidential unit citations. She was scrapped in 1960.

"We all admire a ship that can't be licked."
—*Fleet Admiral Chester Nimitz.*

USS *Seawolf* (SS–197)

A monument to this famous submarine and her crew and passengers was unveiled 28 May 1967 by the Texas Chapter of the U.S. Submarine Veterans of World War II. The monument, a full size torpedo flanked by 3-inch guns, is located alongside USS *Texas* at the San Jacinto Battleground. During her 15 war patrols, USS *Seawolf* sank more enemy tonnage than any other American ship up to that time. She went down in 1944 while on a special mission carrying 30 Army commandos to the Japanese-held Philippines.

USS *South Dakota* (BB–57)

The beautiful memorial to *South Dakota* at North Sheraton Park, 12th and Kiwanis Avenue, Sioux Falls, S.D., will be unique when completed in 1968. Although more than 1,000 miles from the oceans that floated the "Coyote State's" powerful namesake, her spirit will be fittingly preserved in a manner unexcelled. The ship's lifelines will recreate the perimeter of the battleship whose dimensions and contour will be faithfully reproduced. This will be even more apparent from the air. As if by a "sea change", her main turrets will take the form of three reflecting pools of similar size and shape, while smaller pools will represent two of her 5-inch, 38-caliber gun mounts. In lieu of bridge and superstructure amidships will stand a museum housing mementos from her gallant Pacific years, when she was "Battleship X", the ship the Japanese claimed to have sunk at least five times. The "Battleship X" name came from the press account of her shooting down 20 aircraft in one action off Guadalcanal before her addition to the Fleet had been declassified.

Battleship *South Dakota* was built in Camden, N.J., 1939 to 1942, first of a new class that included *Indiana*, *Massachusetts*, and *Alabama*. *South Dakota* went back to the Delaware River to be scrapped 21 years later, but she had won her fame across the world in the Far Pacific, with 13 battle stars and a unit commendation on her record.

Like those that have carried the message of *Constellation*, *Neuse*, and *Olympia*, attractive historical "coins" recalling *South Dakota*'s exploits have been struck by the commission to aid con-

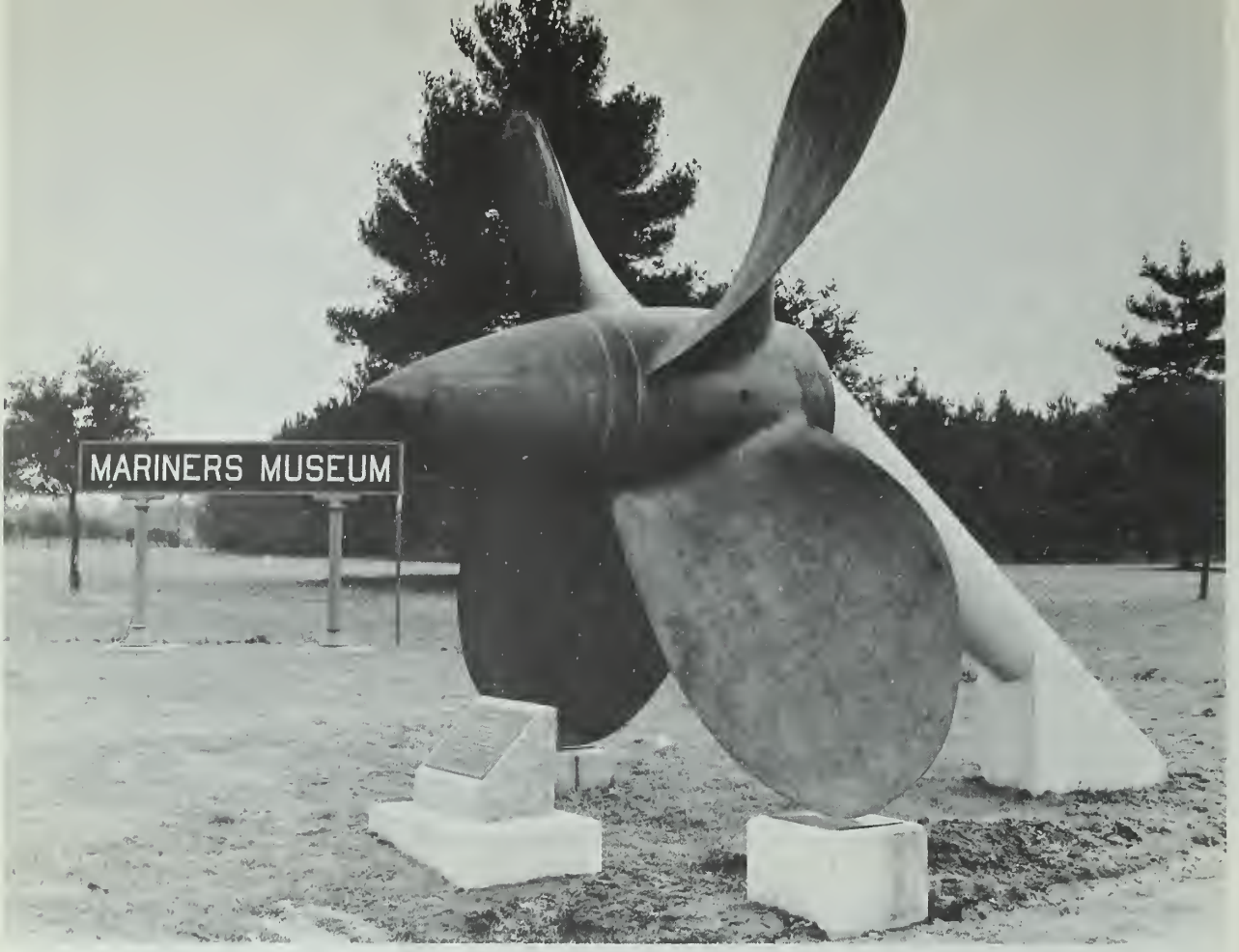
USS *San Francisco* (CA–38)

USS *South Dakota* (BB–57) Memorial Artist's Conception

struction of this remarkable memorial. *South Dakota*'s propellers are on display at the Washington, D.C. Navy Yard and at the entrance to The Mariner's Museum, Newport News, Va.

"Without a decisive naval force we can do nothing effective, and with it everything honorable and glorious."

—*George Washington, to the Marquis de Lafayette, November, 1781.*



USS *South Dakota* (BB–57) propeller at Newport News, Va. Courtesy of The Mariners Museum

USS *Squalus* (SS–192)

Raised from a watery grave in the Isles of Shoals off New Hampshire after a diving mishap 23 May 1939, *Squalus* was reconstructed, and recommissioned *Sailfish*. The operation that rescued 33 men from the partially flooded submarine was probably one of the most publicized of its kind in modern times, and a milestone in the art of naval salvage.

Although she saw very successful service in the Pacific War, sinking the Japanese escort carrier *Chuyo* and a number of transports, her conning tower, erected at the Portsmouth Naval Shipyard, Kittery, Maine, is a memorial primarily to the 26 men who lost their lives on board her in 1939.

"Uncommon valor was a common virtue."
—Fleet Admiral Chester Nimitz, after operations on Iwo Jima.

Submarine Memorial—Submarine Base Pearl Harbor, Hawaii

At the Submarine Base, Pearl Harbor, Hawaii, is a Submarine Memorial, the only one of its kind in the world. The memorial was completed in 1960 and dedicated to the officers and men of those submarines who made the supreme sacrifice. A total of 52 submarines were lost during World War II. Each bronze plaque represents a submarine and lists those lost in the undersea craft. The 52 submarines are:

Albacore (SS–218)
Amberjack (SS–219)
Argonaut (SS–166)
Barbel (SS–316)
Bonefish (SS–223)
Bullhead (SS–332)
Capelin (SS–289)
Cisco (SS–290)
Corvina (SS–226)
Darter (SS–227)
Dorado (SS–248)
Escolar (SS–294)
Flier (SS–250)
Golet (SS–361)
Grampus (SS–207)
Grayback (SS–208)

USS *Squalus* (SS–192) Memorial with memorial wreath of USS *Thresher* at Portsmouth, N.H.

USS *Swordfish* (SS–193) Memorial at St. Paul, Minn., September 1964

Grayling (SS–209)
Grenadier (SS–210)
Growler (SS–215)
Grunion (SS–216)
Gudgeon (SS–211)
Harder (SS–257)
Herring (SS–233)
Kete (SS–369)
Lagarto (SS–371)
Perch (SS–176)
Pickerel (SS–177)
Pompano (SS–181)
R–12 (SS–89)
Robalo (SS–273)
Runner (SS–275)
S–26 (SS–131)
S–27 (SS–132)
S–28 (SS–133)
S–36 (SS–141
S–39 (SS–144)
S–44 (SS–155)
Scamp (SS–277)
Scorpion (SS–278)
Sculpin (SS–191)
Sealion (SS–195)
Seawolf (SS–197)
Shark (SS–174)
Shark (SS–314)
Snook (SS–279)
Swordfish (SS–193)
Tang (SS–306)
Trigger (SS–237)
Triton (SS–201)
Trout (SS–202)
Tullibee (SS–284)
Wahoo (SS–238)

"We'll take the big ones first."
—*Rear Admiral Daniel Callaghan.*

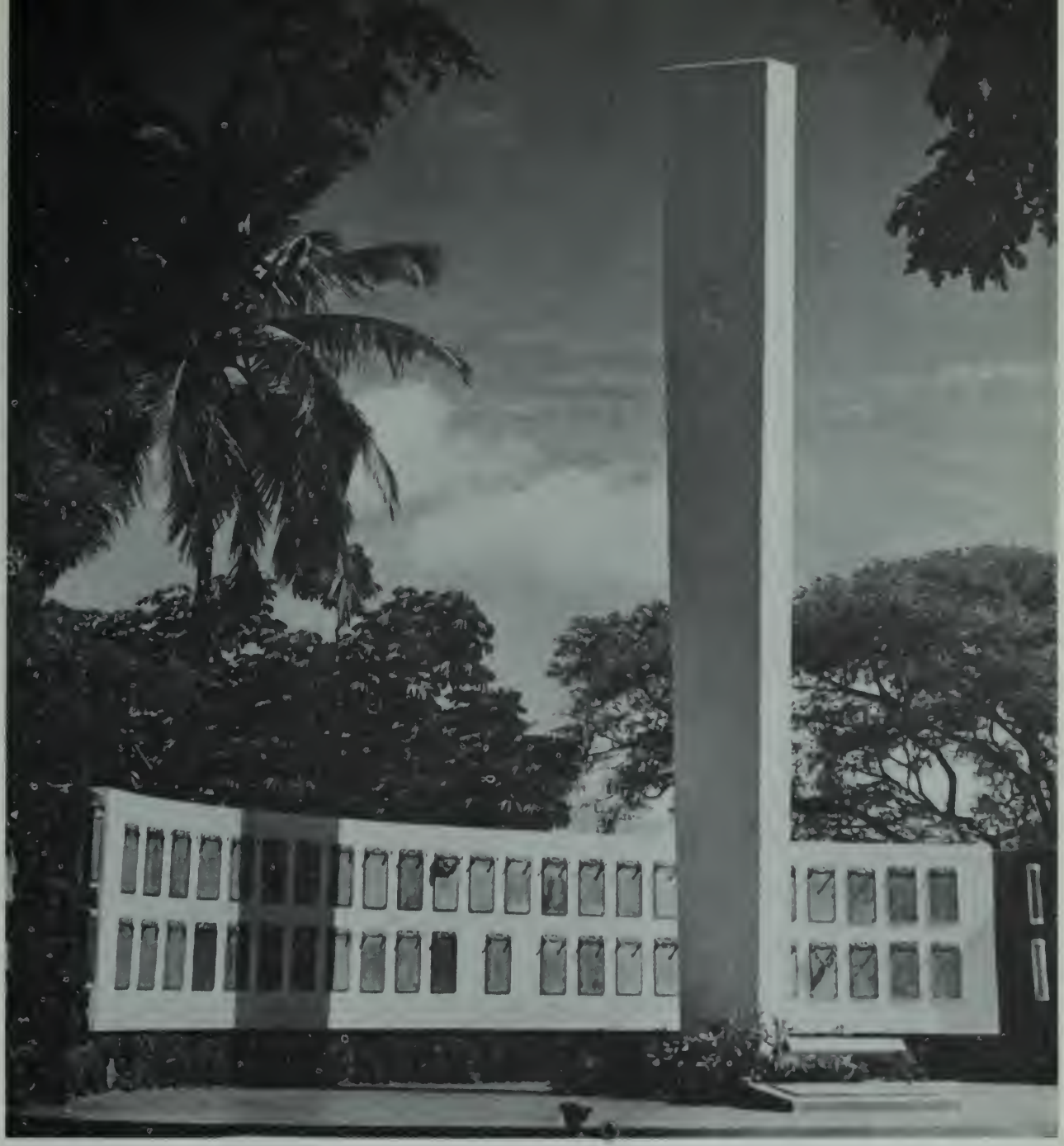
USS *Swordfish* (SS–193)

A torpedo has been enshrined in the city of St. Paul, Minn., with plaques on either side—one sacred to the memory of the officers and men of *Swordfish*, lost off Okinawa in January 1945, after sending to the bottom a dozen ships vital to Japanese supply lines; the other tablet honors all who perished in the other 51 World War II submarines still on patrol in dark waters, whose names are individually recorded in bronze. The St. Paul City Council, Minnesota building tradesmen, and the Minnesota Viking Squadron of the U.S. Submarine Veterans of World War II devoted much to the financing and building of this admirable memorial.

"All the Axis is hearing the tolling of the bells, and we are doing the rope pulling."
—*Fleet Admiral William Halsey, Jr.*

USS *Trout* (SS–202)

A memorial to this hard-hitting submarine and her men, lost on her 11th patrol on 29 February 1944, was dedicated 15 June 1963 alongside the Cape Cod Canal between the Bourne and Sagamore bridges, not far from Falmouth, Mass. *Trout* carried out the gold and securities from Corregidor in January 1942 after supplying ammunition to prolong the defense, a memorable incident in the first of three patrols for which she received Presidential Unit Citations. She went on to sink a dozen Japanese ships and thus con-



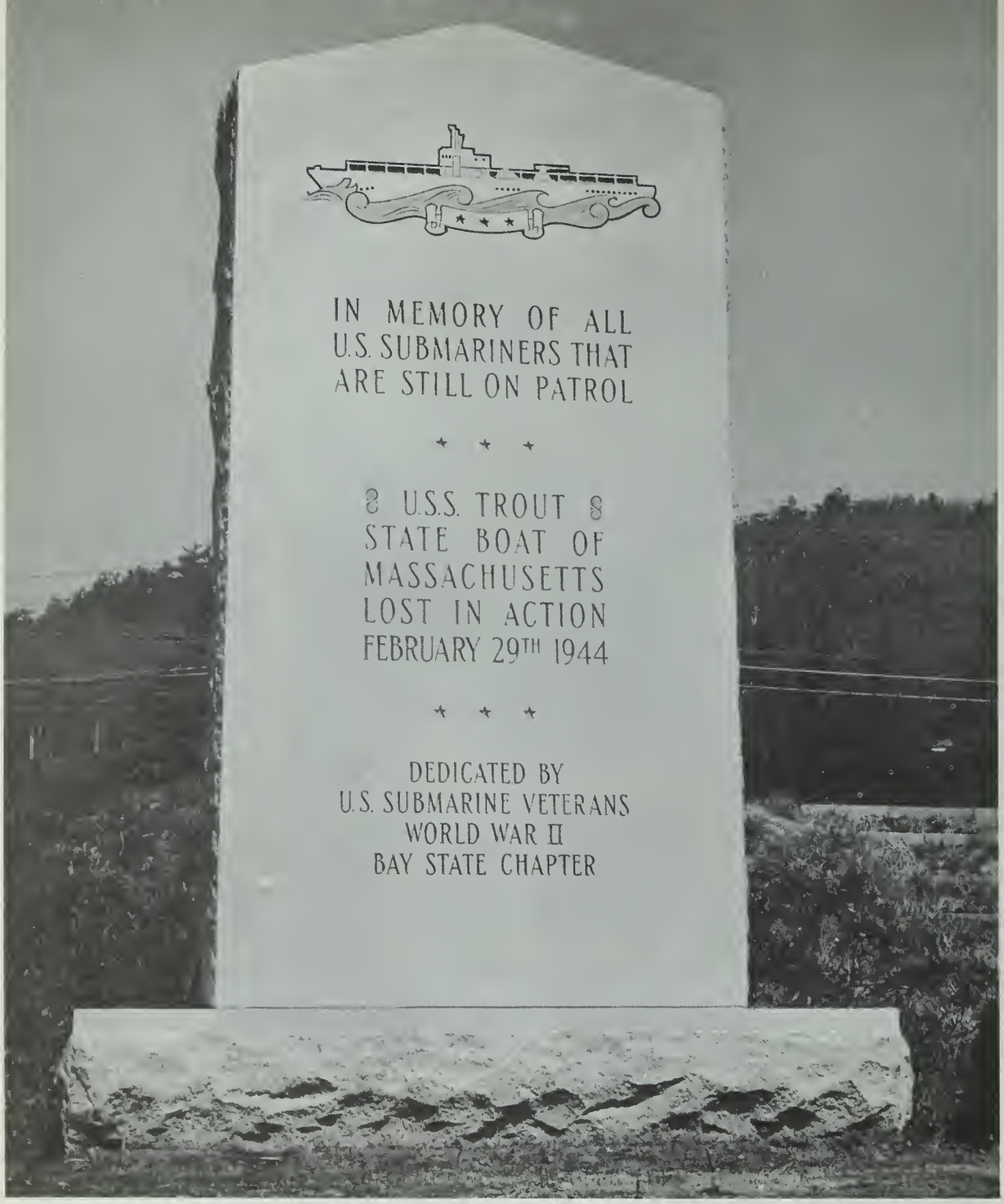
Submarine Memorial Submarine Base, Pearl Harbor

tributed materially to the defeat of the Island Empire.

"I have not yet begun to fight."
—*John Paul Jones in action against the* Serapis, *23 September 1779.*

USS *Wahoo* (SS–238)

A Mark XIV torpedo with memorial plaque has been placed in Wahoo, Nebr., to honor an outstanding submarine and crew. The display is in the court house yard, alongside highways 77 and 30A. Her active life was little over a year but *Wahoo*'s "feats have become submarine legend." In seven patrols, she sank some 20 Japanese ships and won a Presidential Unit Citation. Commander Dudley W. Morton's motto is still often quoted: "Just sight, track, shoot and sink!" It was he and the last crew of *Wahoo* who sank a heavily laden transport in Tsushima Strait, and



USS *Trout* (SS-202) Memorial

thus crashed "Japan's historic doors to the Asiatic mainland."

Two of her engineers were Nebraskans—one from the town of Wahoo.

"You may fire when you are ready, Gridley."
—*Admiral George Dewey, Manila Bay, May 1898.*

USS *Wahoo* (SS-238)

USS *Washington* (BB–56)

A major display—including the bell, wheel, and other relics of the battleship *Washington*—is exhibited in the State Capitol, Olympia. It is an outstanding monument, beautifully executed, to the memory of a great fighting ship and all who sailed in her. Commissioned in May 1941, *Washington* won 13 battle stars from Murmansk to Okinawa, and sank the Japanese battleship *Kirishima*.

Some are born great, some achieve their greatness, but others have gratefully had greatness thrown their way. In World War II *Washington* met the conditions of greatness. In the Atlantic and in the Pacific she not once left her nation waiting. It has been said that *Washington* was "the ship that was always there."

"It's going to be a real party, boys."
—*Captain C. P. Nelson, preparing to attack the Austrian naval base at Durazzo on the Adriatic, October, 1918.*

USS *West Virginia* (BB–48)

Commissioned December 1923, the last of the post-World War I era "super-dreadnaughts" was the second "WeeVee" in the U.S. Navy. She won battle efficiency laurels no less than five times between 1925 and 1934. Her mast is displayed in Morgantown at the University of West Virginia on the main campus near Oglebay Hall. Her flagstaff is on the Main Street side of the courthouse yard at Clarksburg and other relics are exhibited throughout the "Mountain State". Sunk at Pearl Harbor, *West Virginia* was raised 30 May 1942, and returned to war in full fury in October 1944 to pour destruction upon the enemy from Leyte Gulf to Japan. She earned five battle stars in a few months.

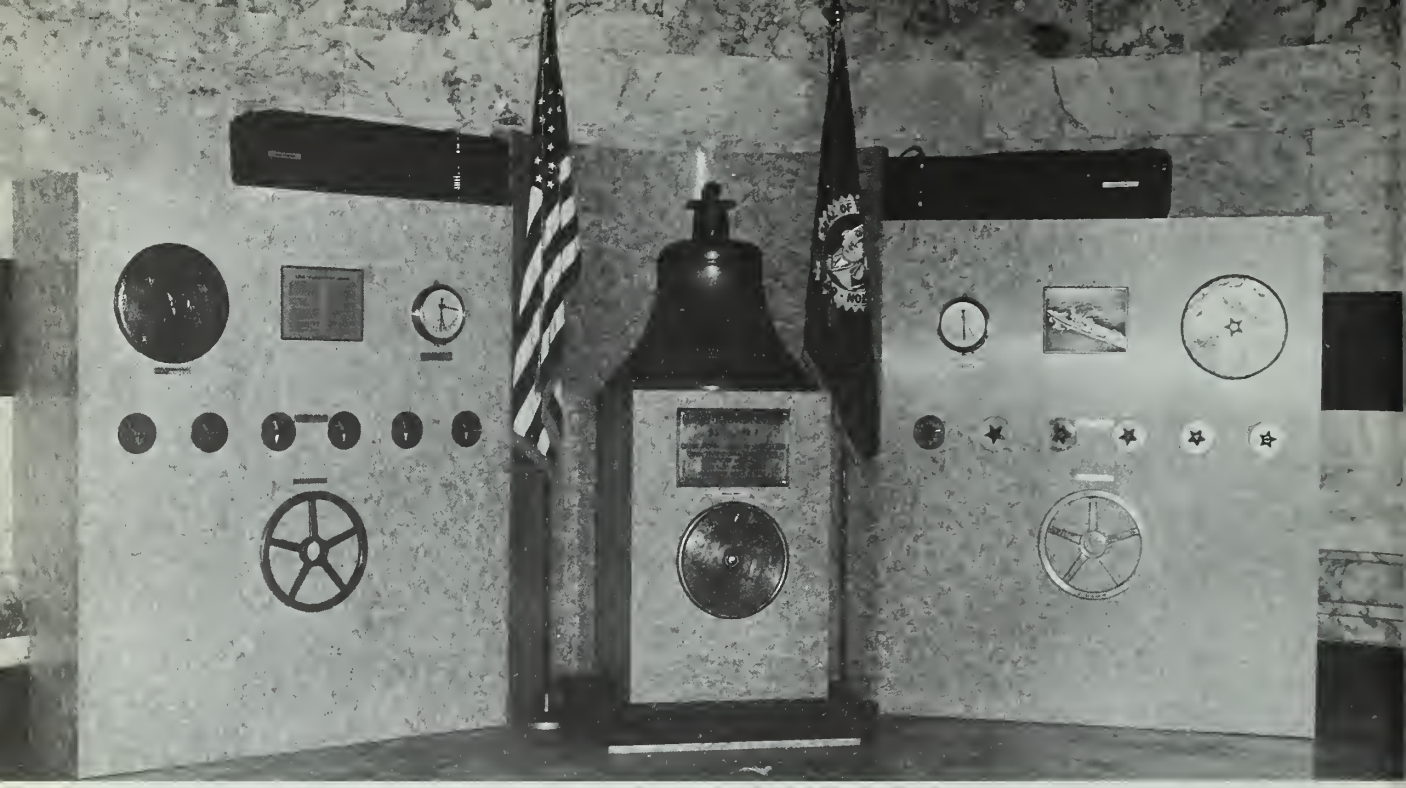
USS *White Plains* (CVE–66)

The bell, flag and other mementos from "their ship" are displayed with pride by the citizens of White Plains, a suburban community in New York's Westchester County, whence the ship received her name. Christened by Mrs. Marc A. Mitscher, 27 November 1943 at Vancouver, Wash., *White Plains* steamed over 150,000 miles in 1944–45, and won five battle stars from Kwajalein to Leyte and the Philippine Republic Presidential Unit Citation.

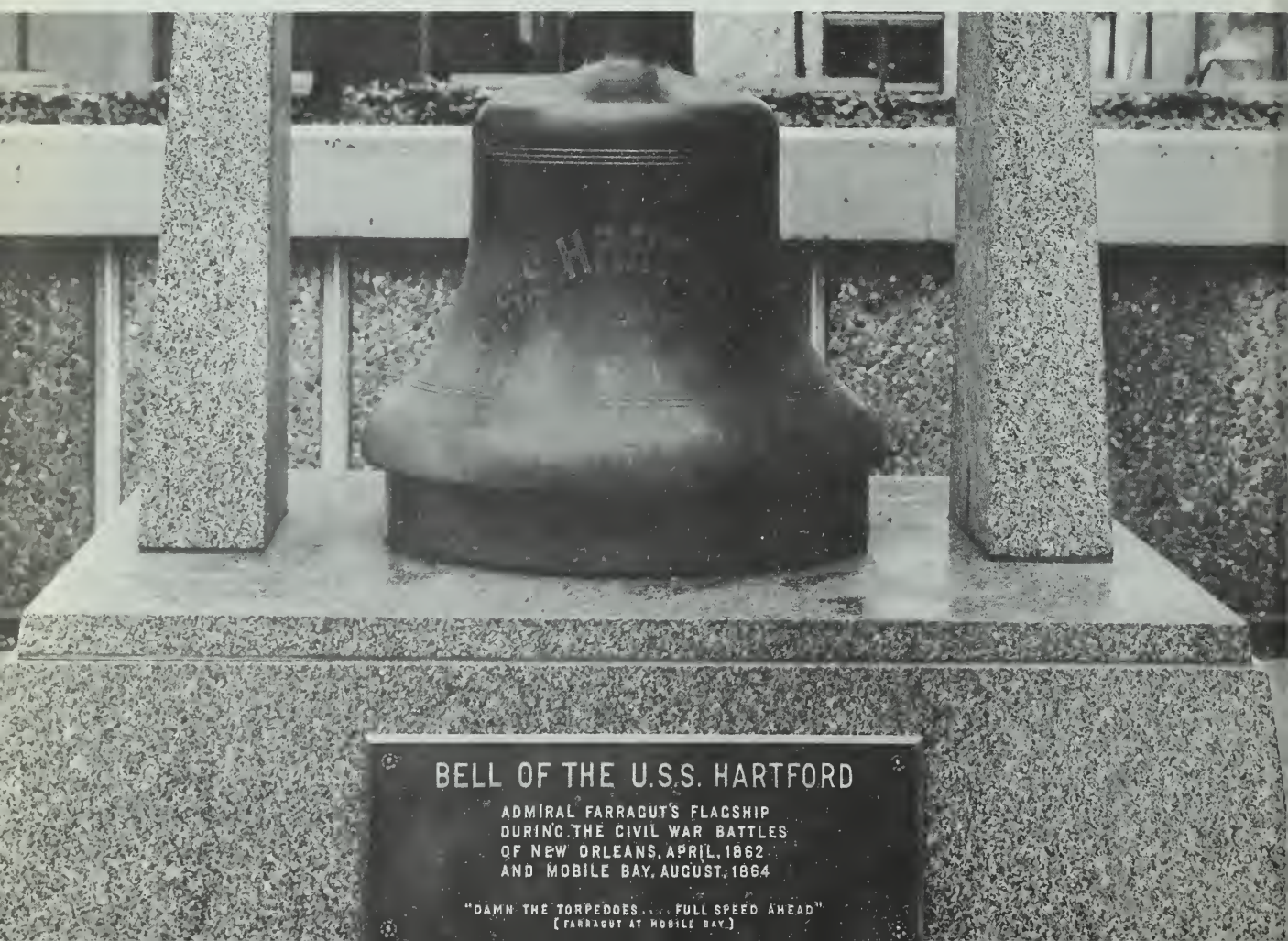
PROJECTS IN THE VERY EARLY PLANNING STAGE

1. William Penn's *Welcome* at Philadelphia.
2. Replica of the Continental Frigate *Raleigh* at Portsmouth, N.H.
3. Baltimore Clipper Schooner of 1812 at Portsmouth, N.H.
4. USS *Key West*, *Tawah*, and *Elfin*.

   Some effort is being made in the vicinity of Johnsonville, on the Tennessee River to locate these gunboats. They were sunk to prevent



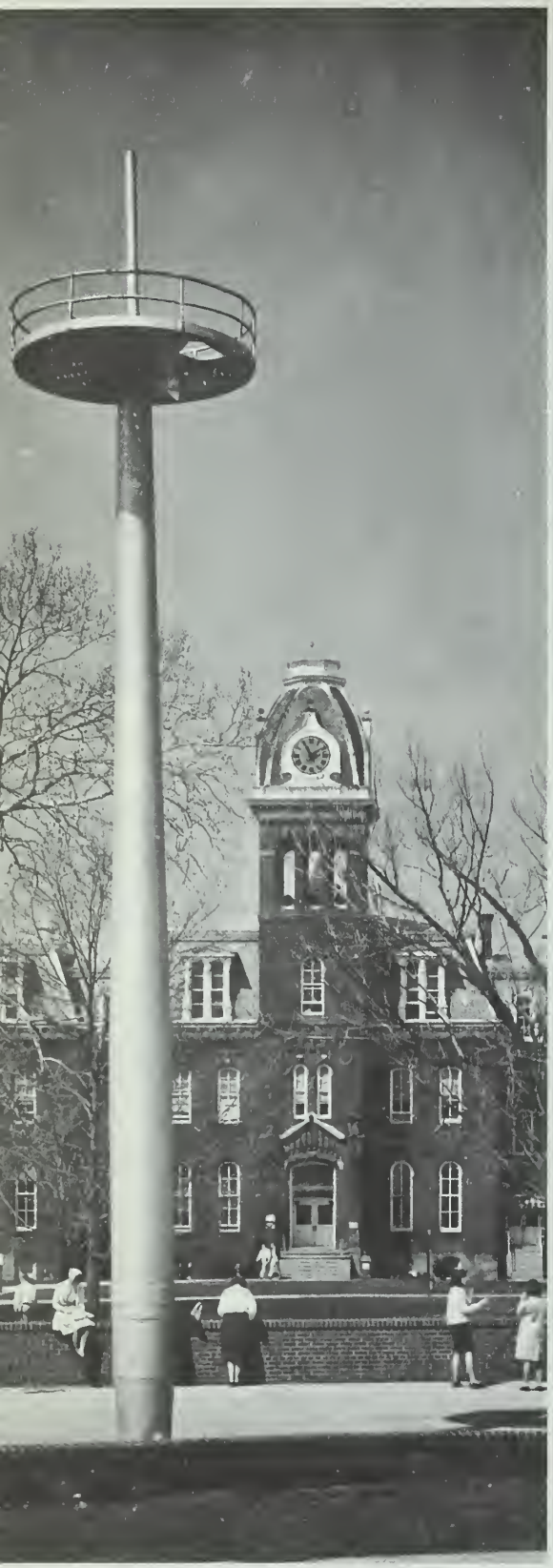
USS *Washington* (BB–56) Display at the State Capitol, Olympia



USS *White Plains* (CVE–66) San Diego, 8 March 1944

capture in Confederate General Forrest's bombardment and destruction of the Johnsonville Base on 4 November 1864.

5. USS *Cero* (AGSS–225) Memorial at East St. Louis, Ill.
6. USS *Alaska* (CB–1) (artifacts) at Juneau.
7. USS *Tecumseh* at Mobile Bay, Ala.
8. USS *Cabrilla* at San Jacinto Battleground.
9. USS *Tumult* at Punta Gorda, Fla.



Parts of two mighty fortresses of the sea still live on serving to recall that only the brave live free. USS *West Virginia* (BB–48) See p. 723. USS *Indiana* (BB–58) See p. 709.

"Stand fast! We're staying here. Marines don't retreat."

—Anonymous Navy lieutenant spotting naval gunfire on Iwo Jima, February, 1945.

The famous planting of the Stars and Stripes on Mt. Suribachi, Iwo Jima, 23 February 1945. A U.S. Marine Corps War Memorial depicting this historic flag raising may be visited near Arlington National Cemetery, Va.

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U.S. Naval Historical Display Center

Continental Ship *Bon Homme Richard* and British *Serapis*

PART III

FOREIGN WARSHIPS

This descriptive part of ships' exhibits deals exclusively with foreign warships on exhibit in the United States. All of the ships are submarines and they include the captured German *U–505*, plus the German, Japanese and Italian midget submarines. Though the midget submarines may not be boarded, a complete tour of the *U–505* may be made at Chicago for a nominal fee.

German Midget Submarines

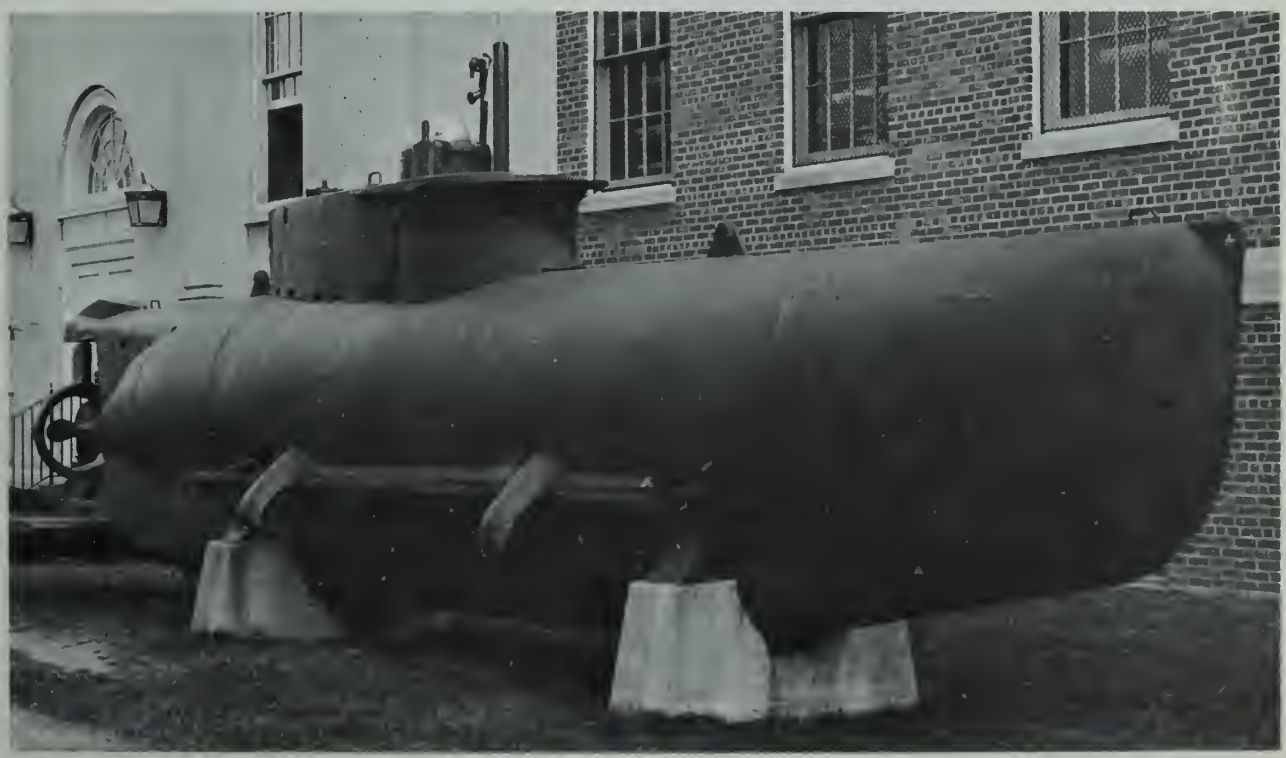
Type Seehund II, *HU75*, from Hitler's Navy, is exhibited at the U.S. Naval Submarine Base, New London, Conn. Another example is well known to Washingtonians who visit Admiral Willard Park in the Navy Yard at Eighth and M Streets SE, Washington, D.C., as part of the Naval Historical Display Center. At The Mariners Museum, Newport News, Va., there exists a German one-man torpedo carrying Marder type submarine. This type of submarine was used in the Mediterranean during World War II.

"You can get a man down quicker by hitting him on the same tooth than by hitting him all over."

—Rear Admiral Forrest Sherman, May 1945.

Italian Midget Submarines

The Mariners Museum at Newport News, Va., has on exhibit two Italian midget submarines. One of them, a two-man submarine described as



German Midget Submarine, Type Seehund II, at U.S. Naval Submarine Base, New London, Groton, Conn.

a "Pig," is of the type which penetrated the harbor of Alexandria, Egypt on 19 December 1941 and sank the British battleships *Queen Elizabeth* and *Valiant* and a large oil tanker. These craft were used during World War II to attach warheads to the keel of the ship to be destroyed. The operators of this type wore diving suits equipped with underwater breathing apparatus and rode in the open cockpit.

"Guts as well as guns win battles."
—*Admiral Harold R. Stark.*

Japanese Midget Submarines

The U.S. Naval Submarine Base, New London, Conn., has two of the two-man Japanese midget submarines on display. One was recovered intact off Cape Esperance in 1943; the other, used by the Japanese for instruction at the Submarine School, Yokosuka, has the sides cut away. These small submarines carried two 18-inch torpedoes plus a 200-pound demolition charge. Still others are on display at Admiral Willard Park as a part of the Naval Historical Display Center in the Navy Yard, Washington, D.C.; at the "Lighthouse Museum" of the Key West Art Historical Society in Florida; and at the Submarine Base, Pearl Harbor. A type of Japanese submarine known as a diverging boat and used for salvage work is on display at The Mariners Museum, Newport News, Va. This craft was built in 1935 for the gathering of coral but did not prove successful. The exhibit is a full scale model found at Kure, Japan, at the conclusion of World War II.

"Ninety-five percent of my country's naval losses were attributed to action of the United States Navy."
—*Admiral Osami Nagano, Imperial Japanese Navy, Interview, 1946.*

U–505

This 740-ton German U-boat rests on dry land as a permanent exhibit outside the Museum of Science and Industry on the lake front at Lake Shore Drive and East 57th, Chicago. Admiral D. V. Gallery's Task Group captured her on the high seas off Cape Blanco, French West Africa, 4 June 1944. USS *Guadacanal* (CVE–60) was the flagship, accompanied by five destroyer escorts USS *Chatelain* (DE–149), *Jenks* (DE–665), *Pillsbury* (DE–133), *Flaherty* (DE–135), and *Pope* (DE–134). Moving *U–505* the 3,000 miles under tow from Portsmouth, N.H., to the Windy City was much simpler than the 800 feet overland from Lake Michigan, well described as a "unique engineering accomplishment." It also took a committee of 100 enthusiastic Chicagoans and other

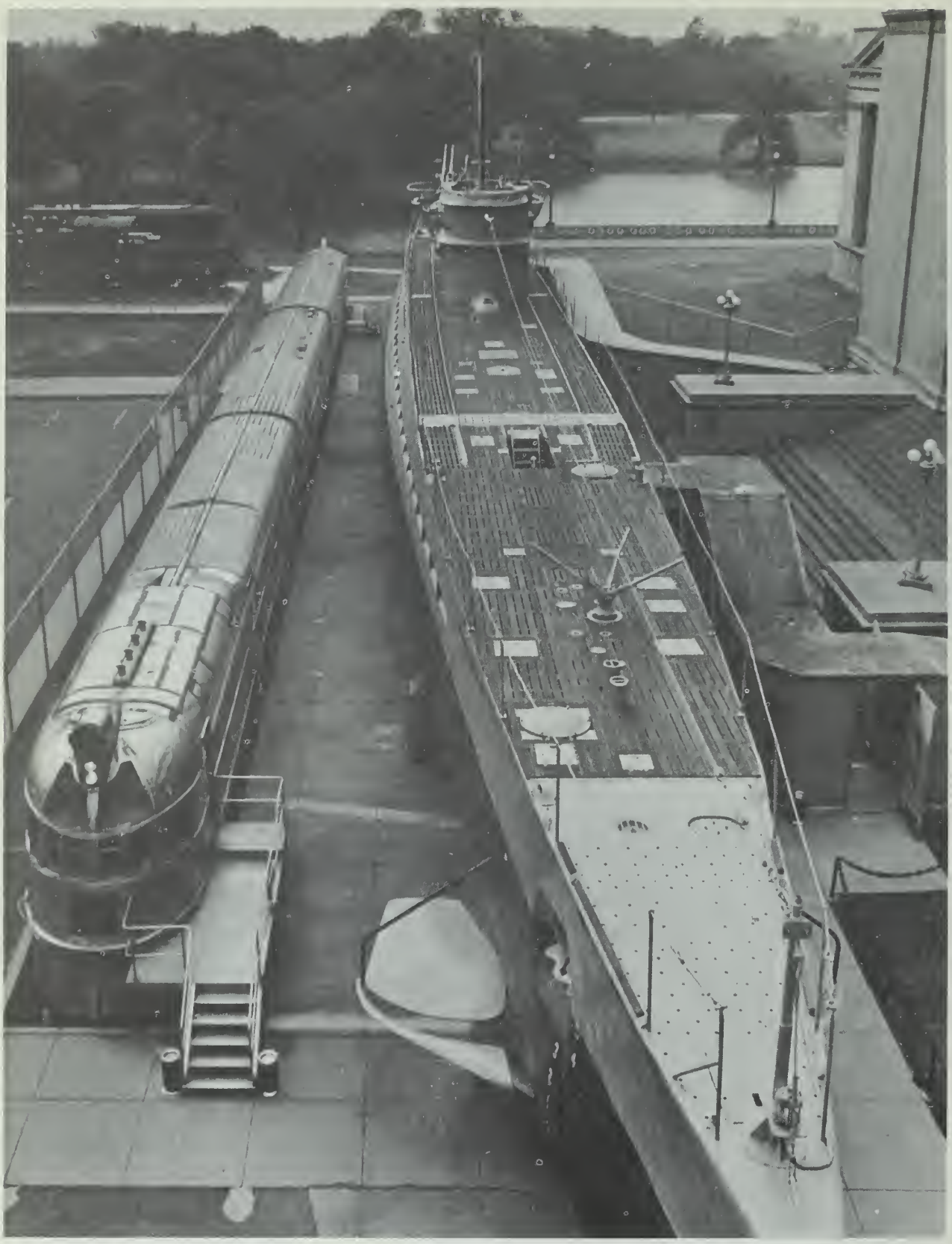
Japanese Midget Submarine with sides cut away to reveal interior

Captured Japanese Midget Submarine, showing arrangement of torpedo tubes

admirers of Admiral Gallery, a native son, to raise the money needed for this last journey of *U–505*. Visitors may walk through this submarine from stern to bow and view the filter cover that the boarding party replaced to prevent the ship from sinking. For this action of conspicuous gallantry and intrepidity at the risk of life, Lt. Albert L. David, USN, the leader of the boarding party. was awarded the Medal of Honor.

"When outstanding heroism was required, it was commonplace among the boarding parties."

—*Rear Admiral Daniel V. Gallery, reporting the capture of* U–505, *June 1944.*



Bow on view of *U–505* in place before the Museum of Science and Industry in Chicago

PART IV

SELECTED MERCHANT SHIPS

Our country owes much to the sea. Since the settlement of the frontiers, we have been dependent on overseas commerce for our very existence. Without the essential materials imported over the high seas, our domestic economy could barely sustain itself. Most all of the chromium and manganese we need is imported by ocean-going ships. Our national interest in prosperity—in survival itself—is preserved by the use and protection of our nonmemorialized sea lanes.

It is fitting that our ships have recognized memorials for themselves and those sailors and ships that are lost at sea only to rest in unmarked graves. Part IV is a fitting and inspiring resume of some of the ships that have been preserved and others that have been reproduced and now exist as identical replicas of the originals, in order that the memory of the sea may be perpetuated.

Falls of Clyde

A full-rigged, four-masted wrought iron ship, built on clipper lines in 1878, *Falls of Clyde* is to be preserved in Honolulu as a floating museum and focus for interest in Hawaiian maritime history. This 1809-ton ship is 266 feet long and was built in Port Glasgow, Scotland.

"There are no tombstones on the sea."

—*Rear Admiral Daniel V. Gallery.*

Jamestown, Va., Ships

Moored at Centennial Park are full-rigged replicas of *Discovery*, 20 tons, *Godspeed*, 40 tons, and *Susan Constant*, 100 tons. These three ships brought the first permanent English settlers to America at Jamestown in 1607. The voyage to Jamestown was indeed a saga of seamanship. Considering the standards of 1607, *Susan Constant*, *Godspeed*, and *Discovery* were small ships and to cross the stormy Atlantic in wintertime is still not an easy task. The crews manning these sturdy ships were instinctive sailors, and much

The Jamestown Ships (l. to r.) *Susan Constant*, *Godspeed*, and *Discovery*. Photo courtesy of T. L. Williams

credit is due them and the shipwrights of England.

We must even consider their load list as exceptionally well planned, for they carried oats, barley, and wheat for seed. Other provisions included tools, beer and wine. Crew and passengers were fed a watery gruel or thin porridge, made from meal or flour and water.

The three Jamestown ship replicas were built in West Norfolk, Va. in 1956. They then moved to Jamestown Festival Park, where over 3 million visitors have boarded them since 1 April 1957.

"The ocean knows no favorites. Her bounty is reserved for those who have the wit to learn her secrets, the courage to bear her buffets, and the will to persist... in her rugged service."

—*Samuel Eliot Morison.*

J. T. Leonard

At the Chesapeake Bay Maritime Museum, St. Michaels, Md., there exists the last of the round-bottom topmast sloops under her original rig. *J. T. Leonard* was built in 1882 on Taylor's Island, Md. She was one of the hundreds of round-bottomed, weatherly, sailing ships that carried farm cargoes to and from the tidewater towns of the Chesapeake. As the steamers took over this trade, ships like *J. T. Leonard* joined the bugeyes and the newer, flatter skipjacks in dredging oysters. *J. T. Leonard* with her lofty topsail gaff rig, had until the spring of 1966 sailed in the oyster fleet. She is an inspiring holdover from an earlier era of the dying age of commercial sail and plans are underway to preserve her. The Museum may be reached from the Nation's Capital by a motor trip east across the Chesapeake Bay Bridge and south on Maryland Route 33.

"If a man does not know to what port he is steering, no wind is favorable to him."

—*Seneca.*

Kaiulani

The last American-built merchant square-rigger—a product of the Sewall Yard in Bath, Maine—was presented in a White House ceremony by the people of the Philippines to the American people early in 1965 as a symbol of the warm and enduring friendship between the two nations. She is being restored at Subic Bay by the Maritime Historical Society of the District of Columbia, assisted materially by the Republic of the Philippines Navy. As a barge, *Kaiulani* had been hauling mahogany logs among the islands since World War II. Once restored to her former beauty, the stately ship will be sailed by a volunteer crew across the Pacific, "round the Horn," and up the Potomac to a permanent site being reserved as an essential part of the new Maine Avenue waterfront development in the Nation's Capital. *Kaiulani* is the sole survivor of some 17,000 square-rigged merchant ships—Salem, East Indiamen, Clippers, down-Easters—built in this country over a span of three centuries.

"Any fool can carry on, but only the wise man knows how to shorten sail in time."

—*Joseph Conrad.*

Mayflower II

A replica of the ship that brought the Pilgrims to the shores of New England is a memorial in Plymouth, Mass. Built in Britain, and given to the United States as a token of friendship, *Mayflower* II, taking 53 days was sailed across the Atlantic by a volunteer crew of 33 in 1957 and was present at the great International Fleet Review at Jamestown, Va., before being moored permanently at Plymouth, Mass.

"Of seas, ships are the grace."

—*Ancient Greek saying.*

Mystic Seaport, Conn.

Many interesting ships and small craft form one of the outstanding tourist attractions of its kind anywhere. The Marine Historical Association's seaport village preserves the following representative vessels among the larger of its many and unusual exhibits:

Whaleship—*Charles W. Morgan*
Schooner—*Bowdoin*
Schooner—*Dorothy A. Parsons*
Danish Training Ship—*Joseph Conrad*
Ketch—*Gundel*
Schooner—*Regina M.*
Schooner—*L. A. Dunton*
Schooner—*Brilliant*

Kaiulani, sailing as the *Star of Finland* in 1913. Photo courtesy of the National Maritime Historical Society

"But the ships, they carries me long, long ways,
an' draws far places near."

—*J. J. Bell*, "*On the Quay.*"

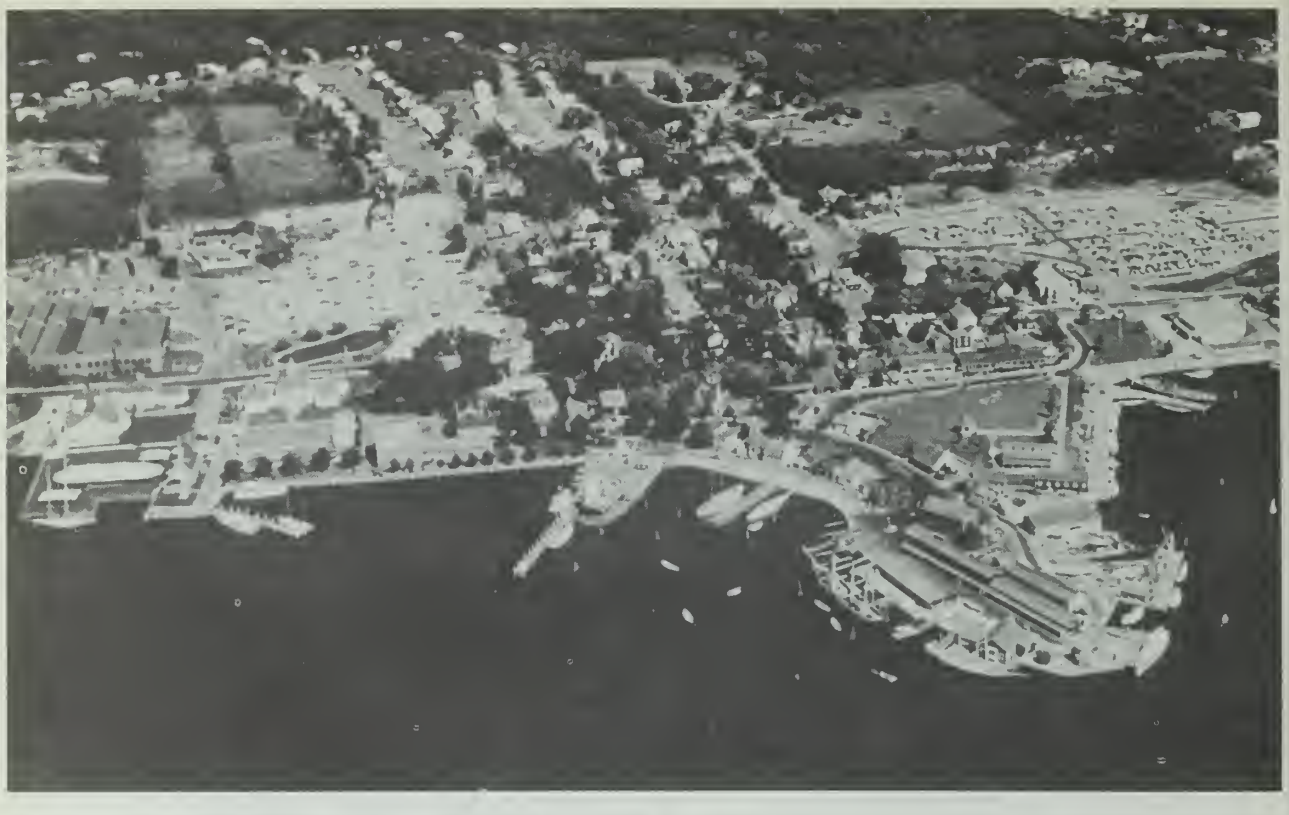
Santa Maria

In the Nation's Capital on the Maine Avenue Waterfront at Pier 3, there rests a replica of Columbus' ship *Santa Maria.* This reproduction, constructed nearly 500 years after Christopher Columbus made his voyage to America, is open to the public. The ship was constructed in Spain using many 15th century tools and methods.

The replica was sailed to the United States and spent 1964 and 1965 at the World's Fair in New York prior to her arrival in Washington, D.C.

"They that go down to the sea in ships, that do business in great waters; these see the works of the Lord, and His wonders in the deep."

—*Psalm 107.*



Mystic Seaport, Conn.

San Francisco Ships

Balclutha

A stately windjammer built on the Clyde in 1886 at Glasgow, this Cape Horner of the eighties has been restored by the San Francisco Mariners Museum and is docked at Pier 43 on the Embarcadero near the Museum in San Francisco.

Gjoa

The famous Norwegian ship that transited the Northwest Passage in 1903–06 under Captain Roald Amundsen may be visited at Golden Gate Park, San Francisco.

San Francisco Maritime Historic Park

Four historic ships, not long ago seemingly consigned to a fate of rotting disintegration, once again are moored proudly in San Francisco Bay. Visitors may climb the gangplanks of sailing schooner *C. A. Thayer*, the sidewheel ferryboat *Eureka*, the steam schooner *Wapama*, and the hay scow *Alma*, all important types in San Francisco maritime history.

"Maritime skill is not a thing to be cultivated by the way or at chance times."

—*Thucycides*, Peloponnesian War.

Star of India

Another Clyde-built square-rigger once sailing in the same fleet with *Balclutha* and *Falls of Clyde*, she is said to be the oldest iron-hulled windjammer still afloat. She is a landmark at San Diego, Calif.

Built in Scotland about 1863, *Star of India* is 205 feet long and carried a crew of 16. After a few years in the Indian trade *Star of India* became an emigrant ship, sailing to New Zealand and Australia. Her track out carried her via the Cape of Good Hope and she came home around Cape Horn. Originally she was the British ship *Enterpe* and after a brief interval under the Hawaiian flag, she became an American ship. In 1926 she was towed to San Diego and restored by her present owners, the Maritime Museum Association of San Diego.

"Ships are to little purpose without skillful seamen."

—*Richard Hakluyt.*

Viking Memorial—Landfinder—*The Raven*

A Viking ship replica graces Lincoln Park, northeast of Center Street, near the zoo in Chicago, Ill. This Viking ship was donated by the Norwegian people on 6 November 1920. In 1893 this ship sailed from Bergen, Norway to New London, Conn. in 44 days and arrived at Chicago for the World's Fair, July 12th of that year, by way of the Erie Canal and the Great Lakes. The crew consisted of Captain Magnus Andersen, two mates, eight sailors and a steward.

This type of ship was used by the Vikings in their ocean going explorations. This could have been the type and size ship that Leif Ericsson sailed in when he touched the east coast of North America about the year 1000.

"Let him who knows not how to pray go to sea."
—*John Ray, English Proverb.*

Balclutha at San Francisco after restoration. Photo by Karl Kortum

Star of India is a landmark at San Diego.

The Viking Memorial in Chicago. Courtesy of the Chicago Park District

PART V

SELECTED MUSEUMS WHERE NAVAL AND MARITIME MEMORABILIA ARE DISPLAYED

State	*City*	*Name*
Alabama	Dauphin Island	Fort Gaines Museum
California	China Lake	Michelson Museum (Michelson Laboratory), Naval Ordnance Test Station
California	Los Angeles	California Museum of Science and Industry
California	National City	Museum of American Treasures
California	Oakland	Oakland Public Museum
California	Port Hueneme	Seabee Museum, U.S. Navy
California	San Diego	Aero Space Museum, Balboa Park
California	San Diego	Naval Training Center Historical Museum
California	San Diego	Maritime Museum Association on board *Star of India*
California	San Francisco	San Francisco Maritime Museum
California	San Francisco	Spreckles Museum, Treasure Island
California	San Pedro	Cabrillo Beach Marine Museum
California	Vallejo	Mare Island Naval Shipyard Museum
Connecticut	Hartford	Marine Room, Wadsworth Athenaeum
Connecticut	Mystic	Mystic Seaport
Connecticut	New London	Submarine Library and Museum, Submarine Base
District of Columbia	Washington	U.S. Naval Historical Display Center
District of Columbia	Washington	Truxtun-Decatur Naval Museum
District of Columbia	Washington	Smithsonian Institution—Museum of History and Technology—National Air Museum
Florida	Key West	East Martello Tower Gallery and Museum
Florida	Key West	Lighthouse Museum
Florida	Pensacola	Naval Aviation Museum
Florida	Stuart	House of Refuge, Hutchinson Island
Florida	Tavernier	McKee's Museum of Sunken Treasure
Georgia	Columbus	Confederate Naval Museum
Georgia	St. Simons Island	Fort Frederica National Monument
Georgia	Savannah	Ships of the Sea Museum including *Cruz Del Sur*
Hawaii	Honolulu	Bernice P. Bishop Museum
Illinois	Chicago	Chicago Historical Society
Illinois	Chicago	George F. Harding Museum
Illinois	Chicago	Museum of Science and Industry, Jackson Park
Indiana	Jeffersonville	Howard National Steamboat Museum
Iowa	Keokuk	*George M. Verity* River Museum
Kentucky	Louisville	Steamer *Belle of Louisville*
Louisiana	New Orleans	Louisiana State Museum
Maine	Bath	Bath City Hall
Maine	Bath	Bath Marine Museum

State	City	Name
Maine	Castine	Maine Maritime Museum
Maine	Portland	Maine Historical Society
Maine	Searsport	Penobscot Marine Museum
Maryland	Annapolis	U.S. Naval Academy Museum
Maryland	Annapolis	U.S. Naval Academy Library
Maryland	Annapolis	Maryland State House
Maryland	Annapolis	Slicer Shiplap House
Maryland	Annapolis	Historic Annapolis, Inc.
Maryland	Baltimore	Maryland Historical Society
Maryland	Baltimore	Peale Museum
Maryland	St. Michaels	Chesapeake Bay Maritime Museum
Massachusetts	Andover	Addison Gallery of American Art, Phillips Academy
Massachusetts	Barnstable	The Donald G. Trayser Memorial Museum
Massachusetts	Boston	Boston Marine Society
Massachusetts	Boston	Museum of Science, Science Park
Massachusetts	Boston	State Street Trust Co. Marine Collection
Massachusetts	Boston	Stebbins Marine Collection, Harrison Gray Otis House
Massachusetts	Cambridge	Francis Russell Hart Nautical Museum
Massachusetts	Cambridge	Massachusetts Institute of Technology
Massachusetts	Chatham	Whaling Museum
Massachusetts	Cohasset	Maritime Museum
Massachusetts	Edgartown	Dukes County Historical Society Museum
Massachusetts	Fall River	Fall River Historical Society
Massachusetts	Gloucester	Gloucester Art Institute
Massachusetts	Mattapoisett	Mattapoisett Historical Society
Massachusetts	Nantucket	Nantucket Whaling Museum
Massachusetts	Nantucket	Nantucket Historical Association
Massachusetts	New Bedford	Old Dartmouth Historical Society, Whaling Museum
Massachusetts	Newburyport	Historical Society of Old Newbury Newburyport
Massachusetts	Newburyport	Public Library
Massachusetts	Salem	Essex Institute
Massachusetts	Salem	Peabody Museum
Massachusetts	Salem	Salem Maritime National Historic Site (including Custom House and Derby House)
Massachusetts	Sharon	Kendall Whaling Museum,
Michigan	Dearborn	The Edison Institute
Michigan	Dearborn	Greenfield Village—Steamer *Suwanee*
Michigan	Detroit	Dossin Great Lakes Museum
Michigan	Detroit	Detroit Historical Society Dock
Michigan	Sault Sainte Marie	Carnegie Public Library
Minnesota	Winona	*Julius C. Wilkie* Steamboat Museum
Mississippi	Vicksburg	Mississippi River Museum and River Hall of Fame on board Steamer *Sprague*
Missouri	Hannibal	Steamer *Mark Twain*
Missouri	Hermann	Historic Hermann Museum, including Riverboat Room
Missouri	St. Louis	Missouri Historical Society
Nebraska	Hastings	Hastings Museum (J. M. McDonald Planetarium)
New Jersey	Beach Haven	Schooner *Lucy Evelyn*
New Jersey	Paterson	Paterson Museum

State	*City*	*Name*
New York	Brooklyn	Brooklyn Museum
New York	Brooklyn	Long Island Historical Society
New York	Buffalo	Buffalo and Erie County Historical Society
New York	Cold Spring Harbor, L.I.	Whaling Museum
New York	East Hampton	East Hampton Town Marine Museum
New York	Glen Cove, L.I.	Webb Institute of Naval Architecture
New York	Hyde Park	The Franklin D. Roosevelt Library and Museum
New York	Kings Point	U.S. Merchant Marine Academy
New York	Long Island	The Vanderbilt Marine Museum
New York	New York	India House
New York	New York	Museum of the City of New York
New York	New York	Metropolitan Museum of Art
New York	New York	New York Historical Society
New York	New York	Museum of Science and Industry, Rockefeller Center
New York	New York	Seamen's Bank for Savings, Maritime Collection
New York	New York	Seamen's Church Institute of New York, Marine Museum
New York	New York	New York Public Library
New York	New York	New York Yacht Club
New York	Oswego	Oswego County Historical Society Museum
New York	Sackets Harbor	Sackets Harbor Museum
New York	Sag Harbor	Suffolk County Whaling Museum
New York	Staten Island	Staten Island Museum
New York	Staten Island	Steamship Historical Society of America Library
New York	Syracuse	The Canal Museum
New York	West Brighton, Staten Island	Sailor's Snug Harbor
New York	Whitehall	Skenesborough Museum
North Carolina	Beaufort	Alphonso Whaling Museum
Ohio	Cleveland	Great Lakes Historical Society
Ohio	Fairport Harbor	Fairport Marine Museum
Ohio	Marietta	Campus Martius State Memorial Museum (including River Museum and Steamboat *W. P. Snyder, Jr.*)
Ohio	Vermilion	Great Lakes Historical Museum
Oklahoma	Oklahoma City	Oklahoma Science and Arts Foundation
Oregon	Astoria	Columbia River Maritime Museum
Pennsylvania	Doylestown	Marine Room, Bucks County Historical Society
Pennsylvania	Philadelphia	Atwater Kent Museum
Pennsylvania	Philadelphia	Franklin Institute
Pennsylvania	Philadelphia	Insurance Co. of North America Museum
Pennsylvania	Philadelphia	Independence National Historical Park, Army-Navy Museum (Pemberton House), United States Marine Corps Museum (New Hall)
Pennsylvania	Philadelphia	American-Swedish Historical Museum
Pennsylvania	Philadelphia	Philadelphia Maritime Museum
Pennsylvania	Philadelphia	Historical Society of Pennsylvania
Rhode Island	Bristol	Herreshoff Model Room
Rhode Island	East Greenwich	Varnum Military and Naval Museum
Rhode Island	Newport	New England Naval and Marine Museum
Rhode Island	Providence	Rhode Island Historical Society
South Carolina	Charleston	The Confederate Museum

State	City	Name
Texas	Fredericksburg	Fleet Admiral Chester W. Nimitz Memorial Museum
Vermont	Shelburne	Shelburne Museum, Steamer *Ticonderoga*
Virginia	Newport News	The Mariners Museum
Virginia	Portsmouth	Portsmouth Naval Shipyard Museum
Virginia	Portsmouth	Portsmouth Coast Guard Museum Inc.
Virginia	Quantico	U.S. Marine Corps Museum
Virginia	Yorktown	Colonial National Historical Park Museum
Washington	Bremerton	Puget Sound Naval Shipyard Museum
Washington	Seattle	Schooner *Wawona*
Washington	Seattle	Museum of History and Industry
Wisconsin	Manitowoc	Manitowoc County Historical Society

"I told you they must be flotilla men. They have given us the only real fighting we have had."

—British General Robert Ross commenting to British Admiral Sir George Cockburn, following the gallant resistance by American sailors and marines under Commodore Joshua Barney at the Battle of Bladensburg on 24 August 1814.

PART VI

ALPHABETICAL LOCATOR BY STATE AND CITY

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ARIZONA (BB–39)	683
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SQUALUS (SS–192) Conning Tower	718
Portland:	
PORTLAND Mast, Bridge, and Bell	714
MARYLAND	
Annapolis:	
MAINE Foremast	709

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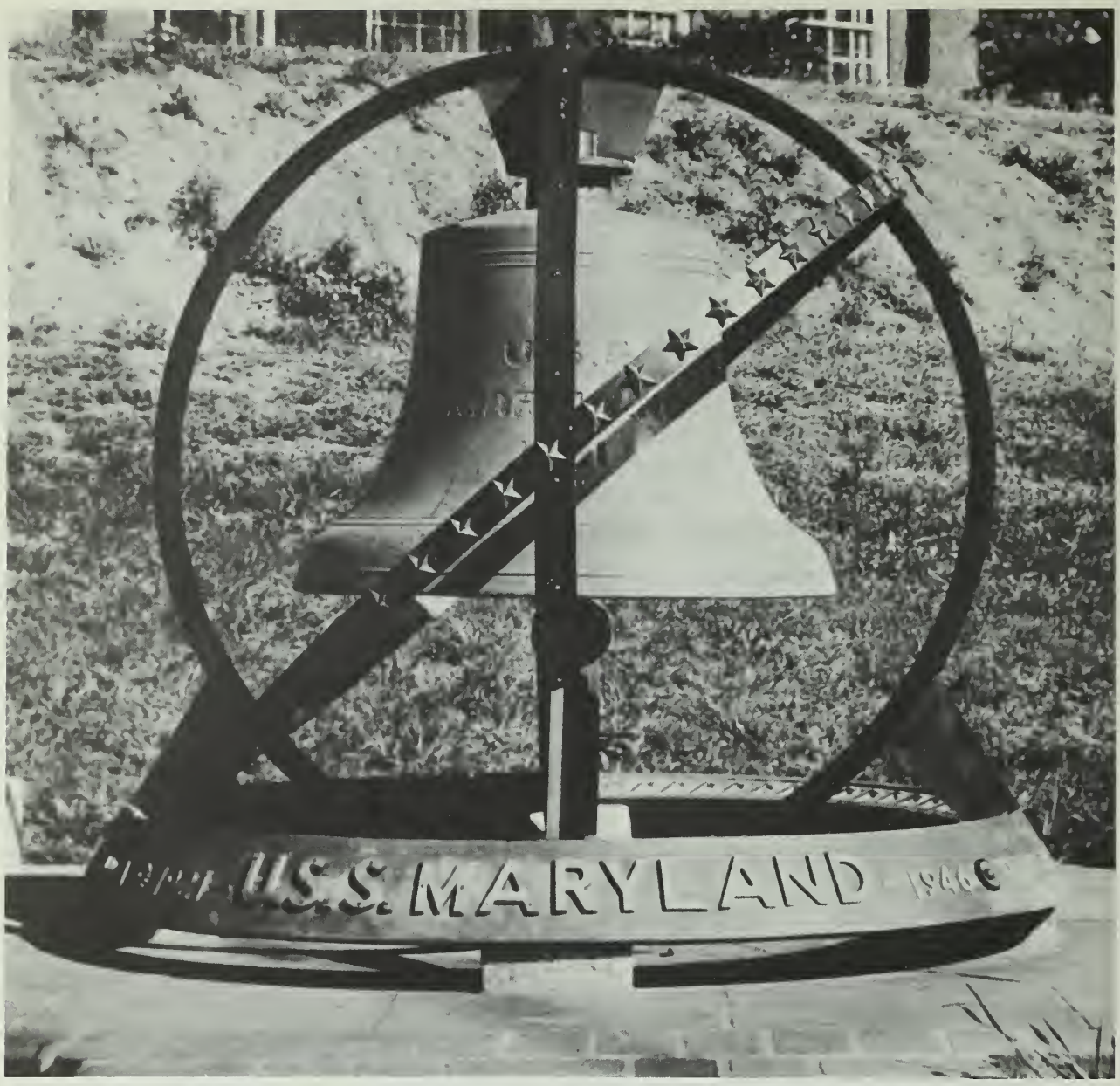

USS *Maryland* (BB–46)—Bell on the grounds of the State House, Annapolis, Md.

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HOLLAND PROTOTYPE	688
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INDIANA Armor Plate	709
Clearfield:	
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VIRGINIA	
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SUSAN CONSTANT	733
Newport News:	
HARTFORD Bilge Pump, Billethead Fiferail, and Stanchion Models, Figureheads	707
MONITOR-MERRIMACK (VIRGINIA) Paintings	710
SOUTH DAKOTA Propeller	716
Norfolk:	
FRANKLIN Navigation Bridge	705
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Bremerton:	
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WEST VIRGINIA (BB–48) Flagstaff	723
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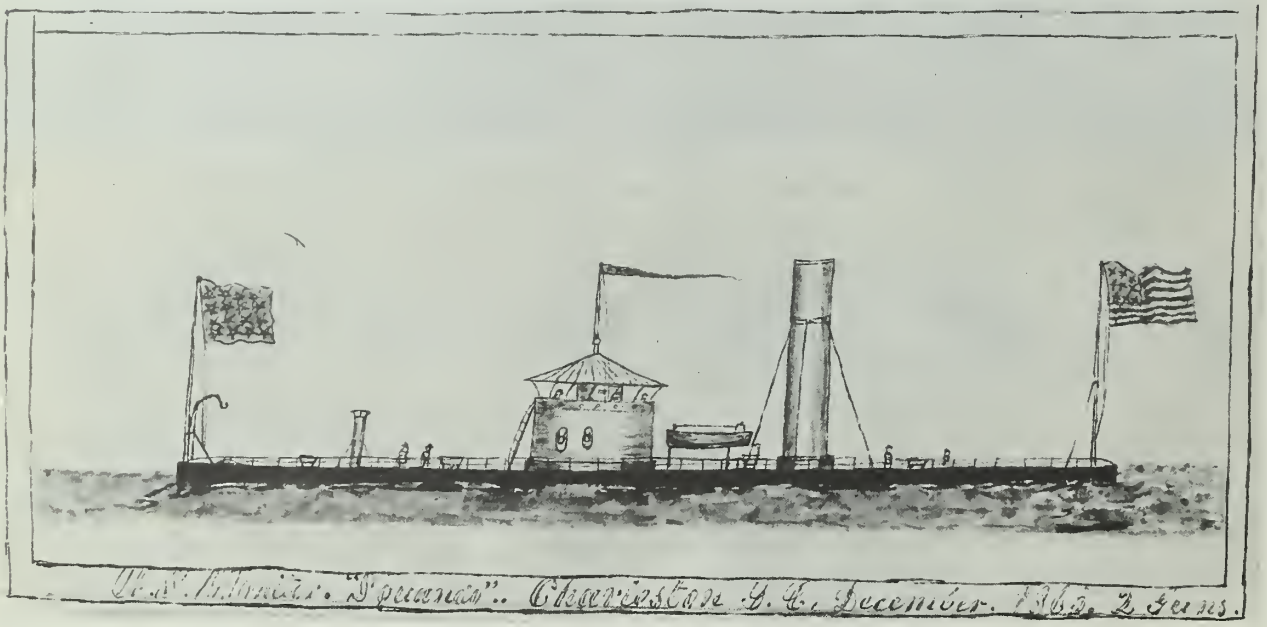
WEST VIRGINIA (BB–48) Mast	723

The commerce and the navy of a people have a common identity and are inseparable companions. Each is necessary for the other, and both are essential to national prosperity and strength.

GIDEON WELLES,
Secretary of the Navy,
Annual Report to the President, 4 December 1865.

U.S. Monitor *Kickapoo*—The photograph was probably taken prior to her transfer to Admiral Farragut's West Gulf Blockading Squadron in July 1864. An interesting point is that the Eads' turret forward is outwardly identical to the Ericsson turret aft.

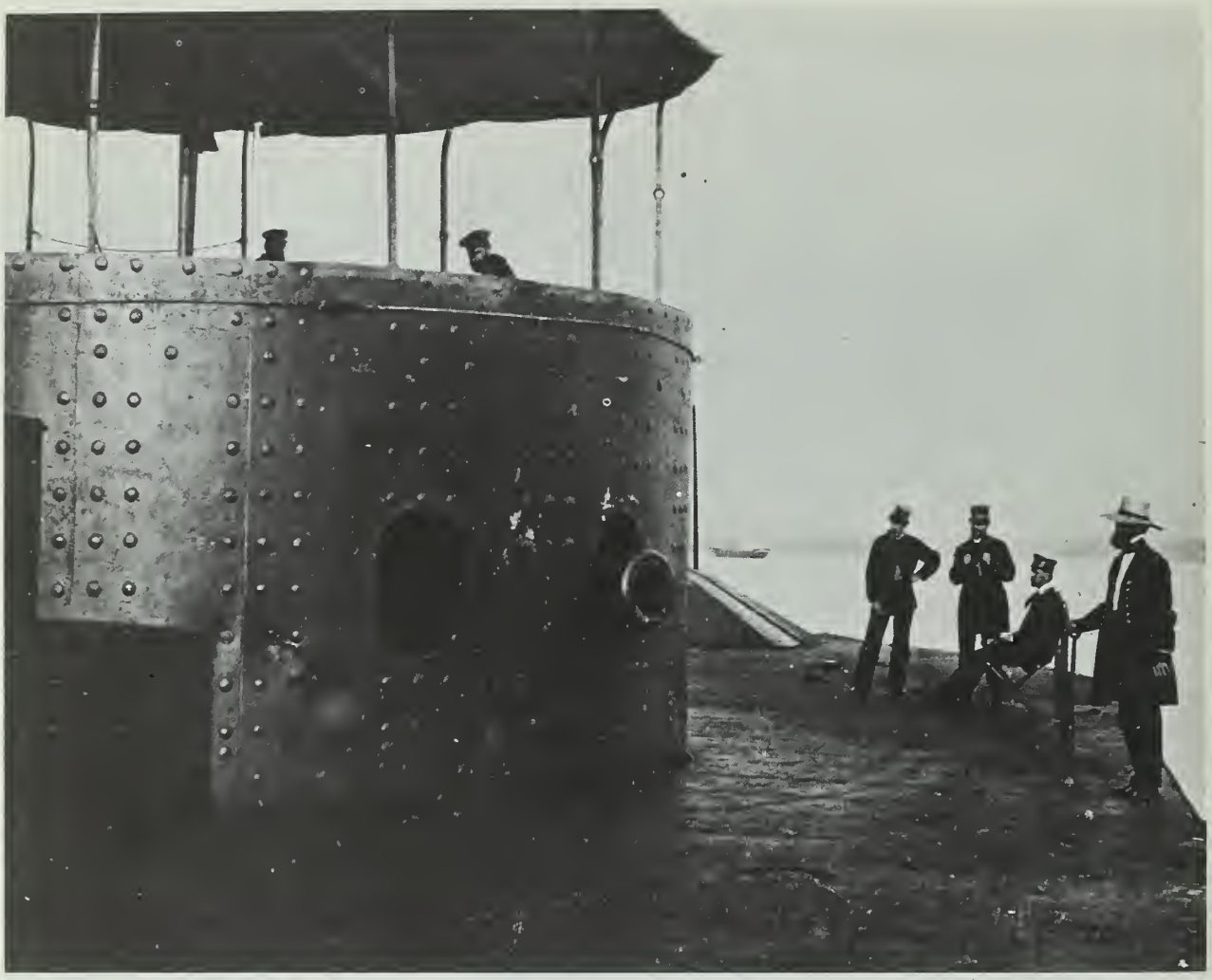
Hand colored pen and ink sketch of U.S. Monitor *Squando* apparently drawn by a watch-stander on the ship. The drawing was found in the ship's log at the National Archives.



Appendix II

MONITORS of the UNITED STATES NAVY 1861–1937

USS *Tallahassee* serving as a submarine tender during the World War I period—U.S.S. Submarines *K–5* and *K–6* are shown alongside on 10 December 1916 in a picture taken in Hampton Roads.



The first of her kind, *Monitor*, showing the scars of her historic battle with the Confederate ironclad *Virginia.*

Appendix II

MONITORS

In its own way, the 19th century was a time of change as remarkable and far reaching in its effect as that of today. This change not only entered into power at sea to make it even more potent than in its great past, but much of the change originated in or gained its impulse from the Navy.

Each era has produced several types of warships that of necessity range from small, fast ships to the heaviest and most powerful. The Ship-of-the-Line, short for Ship-of-the-Battleline, was the "Battleship" of the age of sail—the mightiest of warships that could give the most punishment and take the most. It was the citadel of seapower.

Steam propulsion, large rifled cannon and other developments brought a revolution. This slowly gathered headway up to the Civil War. Then almost overnight the world was startled into awareness of a new era by the dramatic events in Hampton Roads that culminated in the battle between *Monitor* and *Virginia* (*Merrimack*), 9 March 1862.

On that day the Ship-of-the-Line passed into history as the first strength of navies. No one type was on hand to replace it.

The next generation would witness much experimentation and wide diversity of thought concerning the new champion of the seas. Interestingly, as it evolved, both *Monitor* and *Virginia* provided key elements. They were grandparents of the mighty battleship that steamed majestically upon the stage of history as the 20th century opened.

Because of the success of *Monitor*, the United States built a large number of this heavily armored, turreted, low freeboard type—which gained the generic title "monitors". The appendix that follows is the first thorough and deeply researched study covering all of them. It is the result of deep interest and assiduous application by Lt. Richard H. Webber, USNR–R.

Lieutenant Webber began this study while serving in the Naval History Division on a full tour of duty. When he finished his time in uniform and returned to the rough seas of civil life, he continued to work on this appendix even though swamped by law studies. He has completed this gem and shaped it for this volume during short tours of Naval Reserve training duty and civilian assignment with the Division.

I have read the manuscript in its various stages of development. Each time I have been impressed that what could have been simply a prosaic, statistical study has instead, while maintaining accuracy, become one filled with vivid interest. It is an ornament to our work and to Lieutenant Webber as a developing historian.

After the Civil War the Nation let its Navy decline beyond the danger point as it has imprudently after most wars. Yet even in these doldrum days wise leaders in the Navy achieved progress. This fine study brings out some of it.

As he peruses it, the reader will see some of the diversity of concept as naval thinkers sought to achieve the champion of the sea that would best serve the United States as she sped toward world leadership. Steadily there is growth toward a combination of *Monitor* and *Virginia*. As a few monitors were modernized or new ones laid down beginning in the 1870's, these monitors added freeboard and superstructure to develop toward the true ship type of hull represented by *Virginia*. With their centerline turrets and usually single caliber battery they were the true forerunners of the *Dreadnaught*.

This evolution and many other changes in the "new Navy" of the 1880's–90's resulted in the battleship which served our Nation well in its brief span of predominance. Today we live in another period of evolutionary change. It races at jet speed but in many respects is like that of the century ago. Of four battleships still in reserve, *New Jersey* recently recommissioned. Happily, as

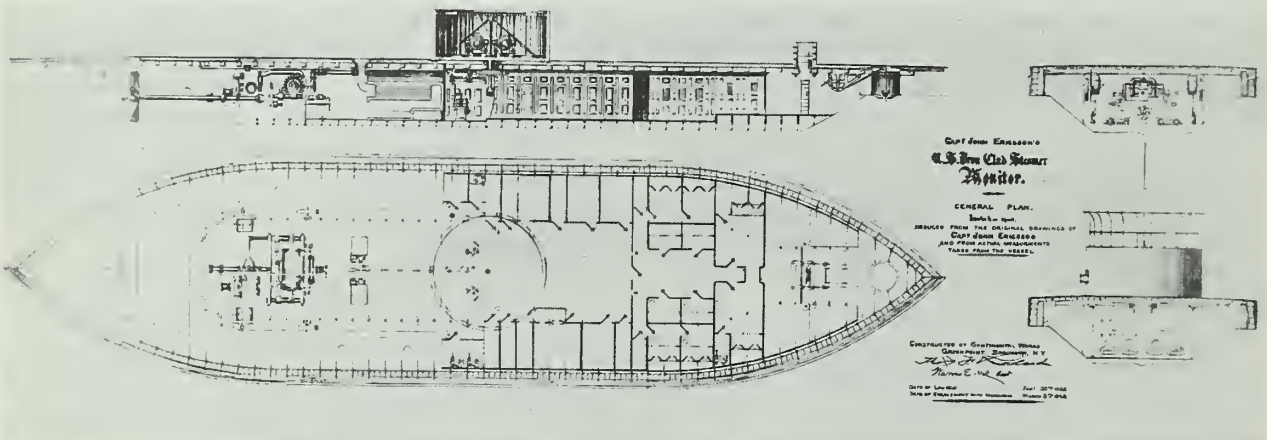
another appendix covers, four States have preserved their namesakes as stirring mementoes of the courage, skill and devotion of the men who manned them.

This handful of surviving champions of another era sees three types of warships now contesting for the honor of supremacy—the aircraft carrier, the heavy guided-missile ship, the Polaris submarine. Will they evolve into a single type? Or with the vast expansion of capabilities air and underwater operations have brought navies in this century, will we have co-champions, each serving in its medium? This and many other interesting thoughts will come from Lieutenant Webber's fine study that follows. E.M.E.

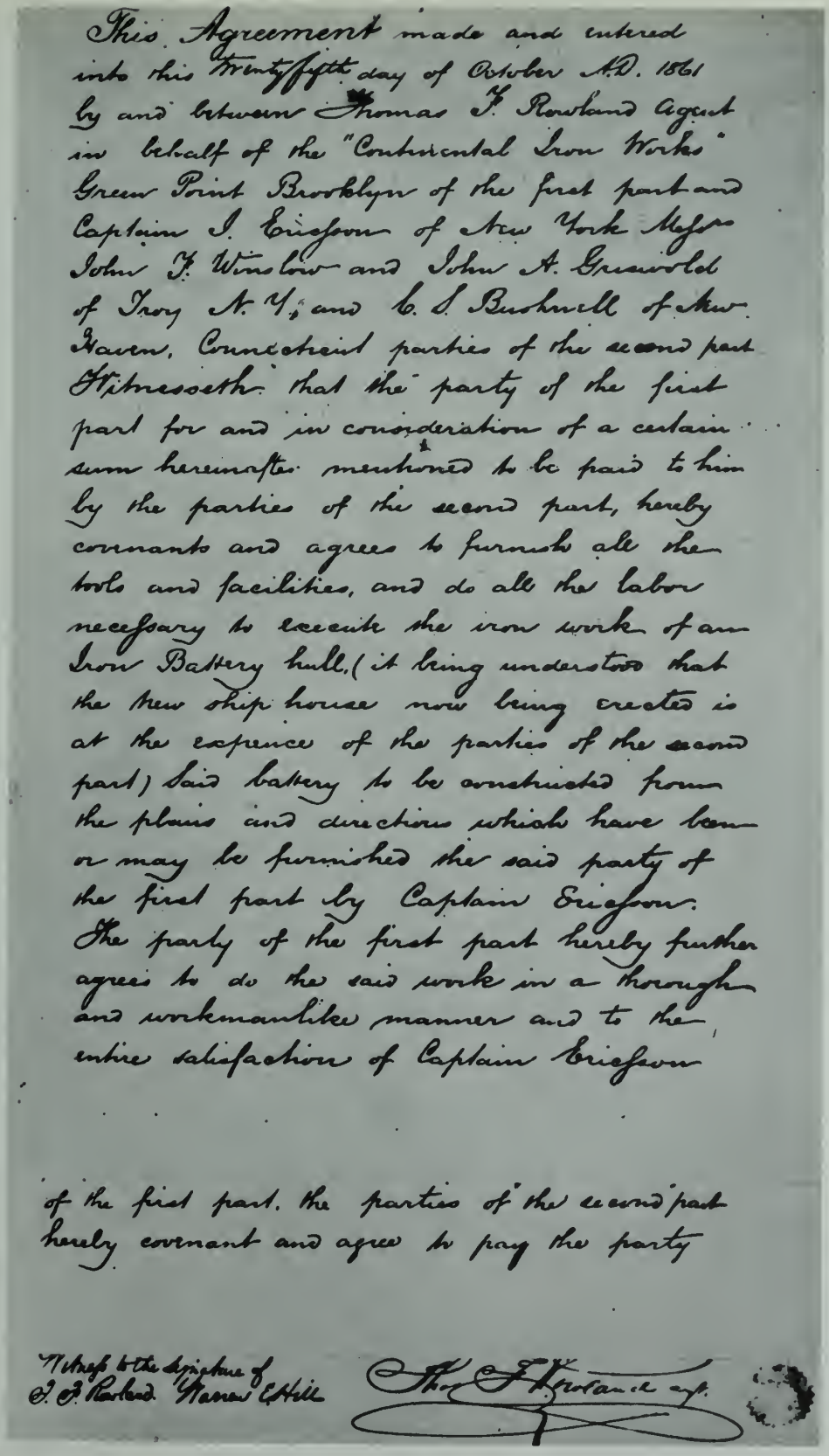
The original *Monitor*, designed by John Ericsson and built under his supervision, was only the first of her type to serve in the U.S. Navy. Between 4 October 1861, the date that the contract for *Monitor* was signed, and 1937, the year in which *Cheyenne* (ex-*Wyoming*) was stricken from the Navy List, 71 monitors were ordered for the Navy, of which about 50 actually saw commissioned service. Many ships completed after the close of the Civil War in 1865–66 ran their trials and were immediately laid up at various Navy yards, never to be commissioned. For example, of the 20 ships of the *Casco* class only eight were commissioned, and of these, three were converted to torpedo boats before completion.

Between 1861 and 1865 the U.S. Navy made great strides in the design of turreted ironclads. The *Monitor* was a relatively small, single-turreted vessel mounting two XI-inch Dahlgren smoothbores as her main armament. Her size, low power and speed, and certain design defects limited her to service on protected waters such as harbors and rivers. On her second excursion into the North Atlantic, in December 1862, she foundered off Cape Hatteras. The four ships of the *Kalamazoo* class laid down in 1863–64, on the other hand, were to have been true ocean-going "battleships." The largest ships ordered by the Navy during the Civil War except for the casemated ironclad *Dunderberg*, their designed displacement being about 5,700 tons, their armament of four XV-inch Dahlgren smoothbores, would have presented a formidable challenge to any of the European ironclads built during the same period. The experiences gained from the combat operations of the earlier monitors were incorporated into the *Kalamazoos* in the form of an improved ventilation system, heavier armor, higher speed, and improved habitability. Perhaps unfortunately for the growth and development of the Navy during the latter third of the 19th century, appropriations for the completion of this class were not forthcoming and construction was suspended to all intents and purpose in November 1865, when none of the ships had even been launched. Thus the Navy would not have an armored ship capable of matching her European counterparts until 1895 when *Maine* and *Texas* commissioned.

Monitors were not only built for coastal service. Nine, specifically designed for use on the Mississippi River and its tributaries, were laid down in the Midwest during the Civil War. Of these, six, *Neosho* and *Osage*, and the four ships of the *Milwaukee* class, were built to the designs of James B. Eads under his personal supervision. The four



General plan of the U.S. Iron Clad Steamer *Monitor* "deduced from the original drawings of Captain John Ericsson and from actual measurements taken from the vessel"



This Agreement made and entered into this Twenty fifth day of October A.D. 1861 by and between Thomas F. Rowland Agent in behalf of the "Continental Iron Works" Green Point Brooklyn of the first part and Captain J. Ericsson of New York Messrs John F. Winslow and John A. Griswold of Troy N. Y. and C. S. Bushnell of New Haven, Connecticut parties of the second part Witnesseth that the party of the first part for and in consideration of a certain sum hereinafter mentioned to be paid to him by the parties of the second part, hereby covenants and agrees to furnish all the tools and facilities, and do all the labor necessary to execute the iron work of an Iron Battery hull, (it being understood that the new ship house now being erected is at the expence of the parties of the second part) said battery to be constructed from the plans and directions which have been or may be furnished the said party of the first part by Captain Ericsson. The party of the first part hereby further agrees to do the said work in a thorough and workmanlike manner and to the entire satisfaction of Captain Ericsson

of the first part. the parties of the second part hereby covenant and agree to pay the party

Witness to the signature of
C. O. Parker Warren Estill

Thos F. Rowland agt.

Facsimile of the contract dated 25 October 1861 between John Ericsson and Thomas Rowland for construction of USS *Monitor*'s hull at the latter's Continental Iron Works, Greenpoint, N.Y.

in the shortest possible space of time. And the party of the first part agrees to launch said Battery safely and at his own risk and cost on the East river then and there — delivering her to the parties of the second part. It is also understood that in consideration of the liberal price hereafter stipulated to be paid by the party of the second part that in case the work is not prosecuted with all the vigor and energy practicable then and in that case Captain Ericsson is hereby empowered to instruct the party of the first part to employ a greater number of men or to work a greater number of hours, and which instruction the party of the first part hereby agrees to comply with in order that the work may be completed in the shortest possible space of time as contemplated by this agreement. The parties of the second part hereby agree to furnish all the material for the construction of said Battery delivering the same at the "Continental Iron Works" as soon as practicable after receiving a specification of the materials required for the construction of said Battery. In consideration of the full and faithful — performance of these presents by the party of the first part. the parties of the second part hereby covenant and agree to pay the party

of the first part the sum of Seven and one half (7½) cents per pound (net weight) of iron used in the construction of said hull by the party of the first part Payments to be made weekly in proportion to the progress of the work, the balance remaining to be paid when the hull is launched. The parties to this instrument hereby covenant mutually agree that should any alteration in the plans furnished by Captain Ericsson be desired after the same have been executed the party of the first part shall make any alterations that may be deemed desirable by Captain Ericsson at the expence of the parties of the second part. In Witness the hands and seals of the said parties the day and year before written.

Witness to the signatures of J. Ericsson - C. H. MacCord.
Witness to the Signatures of J. F. Winslow and John W Griswold } F. Eds

J. Ericsson
J. F. Winslow
John W Griswold

Witness to the signature of J. F. Rowland. Warren E. Hill

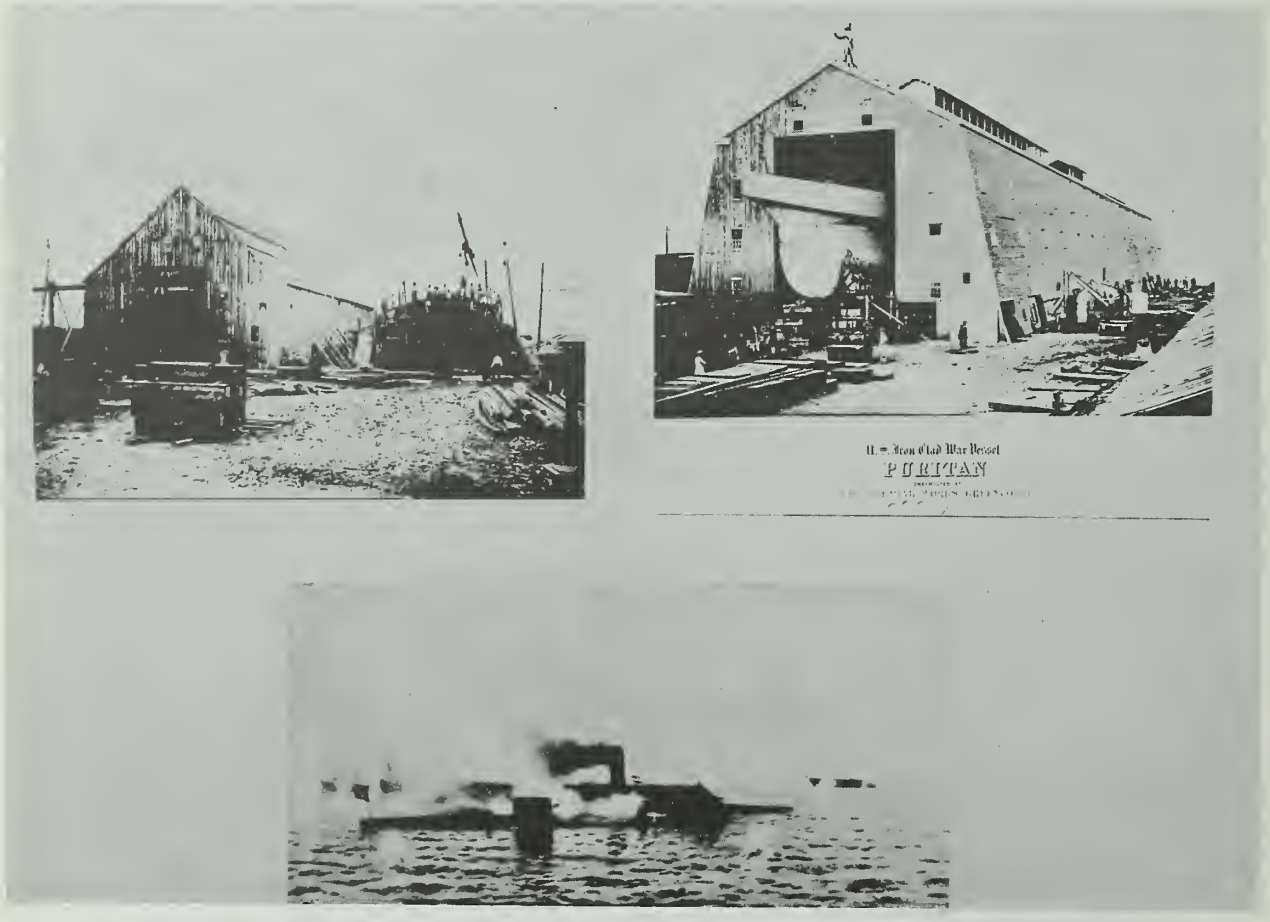
Thos F. Rowland agt.

Milwaukees, built at the Union Iron Works outside St. Louis, each mounted a turret designed by Eads, as opposed to the Ericsson turrets of all other Civil War monitors. The Eads turret, handled by steam machinery, was probably the most sophisticated of the period. Other monitors, particularly certain of the *Casco* class, were built in the Midwest but were not designed specifically for river warfare.

After the Civil War, the ironclad fleet was allowed to deteriorate for want of sufficient funds to operate or adequately maintain the ships. In 1874–75, Secretary of the Navy Robeson began to rebuild selected monitors under the guise of repairs. In order to finance this effort, many of the old monitors were sold and it was during this period that the entire *Casco* class was disposed of. The five monitors upon which reconstruction efforts were concentrated were the four ships of the *Miantonomoh* class and *Puritan*. Although *Miantonomoh* recommissioned briefly during 1882–83, she was not complete, and none of the ships actually completed modernization until 1891 when *Miantonomoh* was commissioned. As modernized, these monitors were new steel ships with lines characteristics of the monitors ordered during the last two decades of the 19th century.

In 1889 *Monterey* was laid down, to be followed in 1899 by the four monitors of the *Arkansas* class. However, conditions which had made the monitors so formidable during the Civil War had changed. Captain W. L. Rodgers, USN, in a paper entitled "The Influence of National Policies on Ships' Design," said:

> The development was entirely suited to peculiar conditions, the outcome of a pre-existing political situation . . . The country at large and indeed the Navy . . . concluded that the ships which had given satisfaction once, necessarily would do so again . . . That very summer of the War (1898) Congress authorized the last monitors, obsolete before they were commenced.



Upper left, shiphouse at the Continental Iron Works in which USS *Monitor* was constructed during the winter of 1861–2; bottom, *Monitor* vs. *Virginia*.

USS *Monterey* in dry dock, 22 April 1896—She was the first ship to use the graving dock at what is now Puget Sound Naval Shipyard, Bremerton, Wash. The ram bow and full body, characteristic of "New Navy" monitors, can be seen.

Alexander C. Brown wrote probably the most trenchant epitaph for American monitors in his "Monitor-Class Warships" where he noted:

> Monitors found their final employment as submarine tenders in World War I for which their low freeboard hulls made them well-suited. It is significant to note, however, that in this humble role they were ministering to the needs of that type of craft which had logically replaced them for as originally envisaged, monitors were designed to combine heavy striking power with concealment and the presentation of a negligible target area . . .

The scope of this study is a relatively narrow one, concentrating as it does upon monitors of the U.S. Navy. It is further limited by the criteria used to determine what ships were monitors. The principal criteria was that a ship so designated mount one or more revolving turrets. This excluded such a ship as *Keokuk*, a casemated iron-

This fine contemporary lithograph of *Roanoke* is an example of the ship "portraits" published by Endicott & Co. of New York, N.Y. Endicott & Co. was noted for its excellent craftsmanship and scrupulous attention to detail.

clad of the Civil War, and *Katahdin*, an ironclad ram of the "new Navy." Another criteria was that the ship have low freeboard and a low length to beam ratio. The latter excluded early American battleships such as *Oregon* which could be argued to meet other criteria. *Roanoke*, a razeed steam frigate converted to a turreted ironclad during the Civil War, has been grouped with the monitors although, technically speaking, her finer lines should disqualify her. The reason for her inclusion is that *Roanoke* was an early outgrowth of the "monitor" concept and seems to fit best in this group.

Design statistics have been supplied in most cases and, wherever possible, actual builder's dimensions have been included. The length is length overall as opposed to length between perpendiculars and the beam is extreme beam vice molded beam. Armament is that which the ship mounted when commissioned or, in cases of ships not completed, the designed armament. In this latter case, the dimensions are taken from the last series of plans found. The *Kalamazoo* class, for example, went through several revisions of design in which their dimensions were changed. Service speed has been taken from ships' logs or reports of trials whereas designed speed was drawn from contract specifications, where found, or other sources reporting on the projected capabilities of a particular ship or class of ships. Service speed has been defined, for purposes of this study, as maximum sustained speed in service, although, where available, trial speed has been substituted.

This study, begun as a hobby, could not have been completed but for the kindness of Rear Admiral Ernest M. Eller, USN (Ret), and Captain F. Kent Loomis, USN (Ret), who made it possible for me to complete the research and writing during a tour of active duty and whose able comments and advice were invaluable. Credit must also be given to Lt. John C. Roberts, USNR, who collaborated with me on much of the research relative to James B. Eads and warship construction on the Mississippi River and its tributaries. Dr. William J. Morgan, Head of the Historical Research Section of the Naval History Division, Commander Clayton F. Johnson, USN, Head of the Ship's History Section of the Naval History Division, and Mr. James L. Mooney, editor of the *Dictionary of American Naval Fighting Ships*, were always willing to assist me with helpful comments and suggestions during the writing phase in particular. Other members of the Naval History Division who were most generous in their assistance were, Mr. Frederick S. Hicks, Miss Jo Ann Kluse, Mr. Frederick S. Meigs, and Mr. Richard A. Von Doenhoff. Thanks are also due to the numerous people at the Franklin Institute in Philadelphia, the National Archives, the Library of Congress, and many other museums and historical societies who so graciously assisted me in the preparation of this study.

USS *Monterey* at target practice off Port Angeles, Wash—The splash of one of her 12-inch shells may be seen in the right background.

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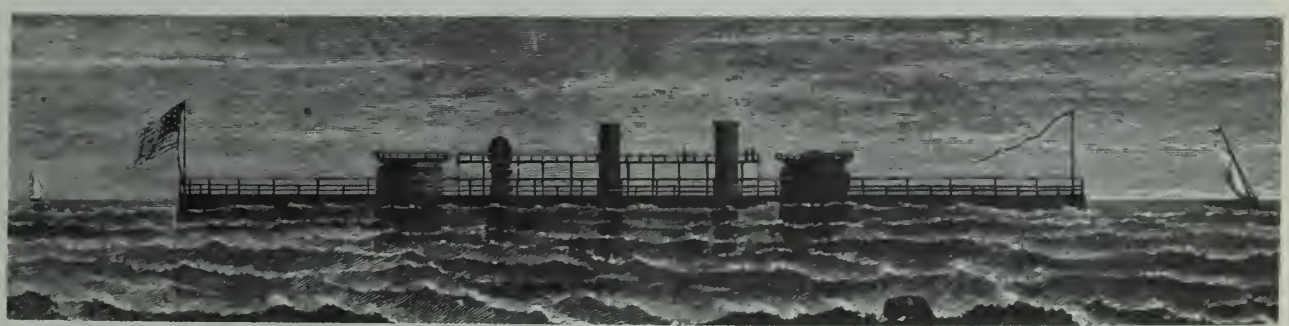

Artist's impression of U.S. Monitor *Kalamazoo*—This is the only representation of this class found to date

COASTAL MONITORS

Monitor class (1) ; *Monitor*

The principle of the revolving turret equipped with heavy guns was, as John Ericsson himself was first to admit, an old one. However, it remained for Ericsson's engineering genius to give the principle practical application in the form of *Monitor*, the first turreted ironclad warship. The pioneering efforts of Ericsson in the United States and Captain Cowper Coles, R.N., in Great Britain would, after some 80 years of continuing development, culminate in the construction of USS *Missouri*, one of the most sophisticated battleships ever built.

At the time of her keel laying in October 1861 *Monitor* represented a complete break with traditional naval design. Instead of a standard ship hull *Monitor* had a large armored "raft" 172 feet by 43 feet 8 inches supported by a box-like iron hull 124 feet by 34 feet. The "raft" was designed to increase stability in a seaway thereby giving the guns a more stable platform for accurate fire and, also, to protect the hull structure proper from the effects of ramming. Numerous other technical advances were incorporated into *Monitor* including forced ventilation of living spaces, an armored pilothouse, and a protected anchor which could be raised without exposing any members of the crew to hostile fire. The contract price for *Monitor* was only $275,000, a small investment for the creation of such an important weapons system.

It was with good reason that the London *Times* remarked, following receipt of news of the *Monitor-Virginia* engagement:

> Whereas we had available for immediate purposes 149 first-class warships, we have now two, these two being the *Warrior* and her sister *Ironside* [*sic, Black Prince*]. There is not now a ship in the English Navy, apart from these two, that it would not be madness to trust to an engagement with that little *Monitor*.

However, to put this observation in proper perspective, one must recall that Great Britain then had 13 other ironclads in some phase of construction and that the British ironclads were designed to fight in a seaway and could. Perhaps the single most serious fault of American monitors, and for that matter all monitors, was that they could not fight their main batteries in a seaway. The turret had to be combined with increased freeboard before it was generally accepted in the world's navies.

Statistics:

Length overall: 172′
Extreme beam: 41′6″
Draft: 10′6″
Depth of hold: 11′4″
Designed speed: 9 knots
Displacement: 987 tons; 776 tons (old tonnage) [1]
Engines: 2 Ericsson vibrating lever engines
Horsepower: 320 indicated horsepower
Boilers: 2 Martin
Bunker capacity: 100 tons coal
Screws: Single screw, 9′ diameter
Complement: 49
Armament: 2 XI-inch Dahlgren smoothbores
Turret diameter: 20′ inside
Armor: Turret, 8″; side 4½″

Monitor:

Date of contract: 4 October 1861
Launched: 30 January 1862
Commissioned: 25 February 1862, Lt. John L. Worden
Builder:
Hull: Contract for ship awarded to John Ericsson; hull subcontracted to Continental Iron Works, Greenpoint, N.Y.
Machinery: Subcontracted to Delameter Iron Works, New York, N.Y.
Service speed: 6 knots

Passaic class (10) ; *Camanche, Catskill, Lehigh, Montauk, Nahant, Nantucket, Passaic, Patapsco, Sangamon, Weehawken.*

The *Passaic* class were single-turreted monitors designed as enlarged versions of the original *Monitor*. As such they were larger in all basic dimensions and incorporated a number of significant improvements. Among these were the substitution of a XV-inch Dahlgren smoothbore for one of the XI-inch carried by *Monitor*, the installation of a permanent stack, a pilot house on top of the turret, permanent standing ventilators, and an increase in the thickness of the armor. Contracts for the *Passaic* class were let in the spring of 1862 and the ships, with the exception of *Camanche*, were launched between 30 August 1862 and 17 January 1863. The lead ship of the class, *Passaic*, was commissioned 5 November 1862 and the last, again with the exception of *Camanche*, 15 April 1863. *Camanche* was built at the Jersey City, N.J., yard of Joseph Coldwell by Donohue, Ryan, and Secor, shipped in pieces to San Francisco and there reassembled. She was launched 14 November 1864 and commissioned 24 May 1865. The contract price for each ship was $400,000.

Statistics:

Length overall: 200′
Extreme beam: 46′
Draft: 10′6″
Depth of hold: 12′6″
Designed speed: 7 knots
Displacement: 1,875 tons; 844 tons (old tonnage)
Engines: 2 Ericsson vibrating lever engines
Horsepower: 320 indicated horsepower
Boilers: 2 Martin
Bunker capacity: 150 tons coal (approx.)
Screws: Single screw, 12′ diameter
Complement: 75 (approx.)
Armament: 1 XV-inch and 1 XI-inch Dahlgren smoothbore; *Camanche*, 2 XV-inch Dahlgren smoothbores; *Lehigh, Patapsco*, 1 XV-inch Dahlgren smoothbore, 1 150-pdr. Parrott rifle.
Turret diameter: 21′ inside
Armor: Turret, 11″; side, 5″

[1] "Old tonnage" was derived from volume by various arbitrary formulas.

Monitors forming part of the fleet of Rear Admiral D. D. Porter, USN, riding out a gale at anchor off Fort Fisher, N.C., 21 December 1864.

Camanche:

Launched: 14 November 1864 [2]
Commissioned: 24 May 1865, Lt. Comdr. Charles J. McDougal
Builder:
Hull: Donohue, Ryan and Secor of New York, N.Y., at the yard of Joseph Coldwell, Jersey City, N.J.[3]
Machinery: Secor & Co. of New York, N.Y. at the Fulton Foundry, Jersey City, N.J.
Service speed: 5 knots

Catskill (15 June 1869 *Goliath*, 10 August 1869 *Catskill*):

Launched: 6 December 1862
Commissioned: 24 February 1863, Comdr. George W. Rodgers
Builder:
Hull: Contract for ship awarded to John Ericsson, hull subcontracted to Continental Iron Works, Greenpoint, N.Y.
Machinery: Subcontracted to Delameter Iron Works, New York, N.Y.
Service speed: 4 knots

Lehigh:

Launched: 17 January 1863
Commissioned: 15 April 1863, Comdr. John Guest
Builder:
Hull: Contract for ship awarded to John Ericsson, hull subcontracted to Reaney, Son & Archbold, Chester, Pa.
Machinery: Subcontracted to I. P. Morris, Towne & Co., Philadelphia, Pa.
Service speed: 4 knots

Montauk:

Launched: 9 October 1862
Commissioned: 17 December 1862, Comdr. John L. Worden
Builder:
Hull: Contract for ship awarded to John Ericsson; hull subcontracted to Continental Iron Works, Greenpoint, N.Y.
Machinery: Subcontracted to Delameter Iron Works, New York, N.Y.
Service speed: 5 knots; 8½ knots on trials

Nahant (15 June 1869 *Atlas*, 10 August 1869 *Nahant*):

Launched: 7 October 1862
Commissioned: 29 December 1862, Comdr. John Downes
Builder:
Hull: Harrison Loring at his City Point Works, South Boston, Mass.
Machinery: Harrison Loring at his City Point Works, South Boston, Mass.
Service speed: 5 knots

Nantucket (15 June 1869 *Medusa*, 10 August 1869 *Nantucket*):

Launched: 6 December 1862
Commissioned: 26 February 1863, Comdr. Donald McN. Fairfax

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[2] The reasons for the delayed completion of *Camanche* were several. "The contractors were obliged to give portions of the material of the *Camanche* to aid in the construction of other ironclads then building in New York, and required by the government for immediate use, as the rolling mills of the country were not of sufficient capacity to roll the kinds of iron required for that class of vessels as fast as it was wanted. When the *Camanche* was ready for shipment to San Francisco, the Government took the principal parts of her engines to replace parts of the engine of the *Weehawken*, which had broken down at Port Royal. The delay in replacing these parts of the machinery caused the *Camanche* to arrive in San Francisco in the winter (of 1863) instead of in the spring of that year." *Minutes of the Selfridge Board.*

Aquila, the ship which carried the disassembled *Camanche* around Cape Horn, sank at her pier in San Francisco on 16 November 1863, prior to being unloaded. The completion of *Camanche* was probably delayed for several months by the subsequent salvage operations.

[3] Peter Donohue and James F. Ryan were both from San Francisco, Calif.

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Builder's half model of U.S. Monitor *Passaic*, lead ship of her class

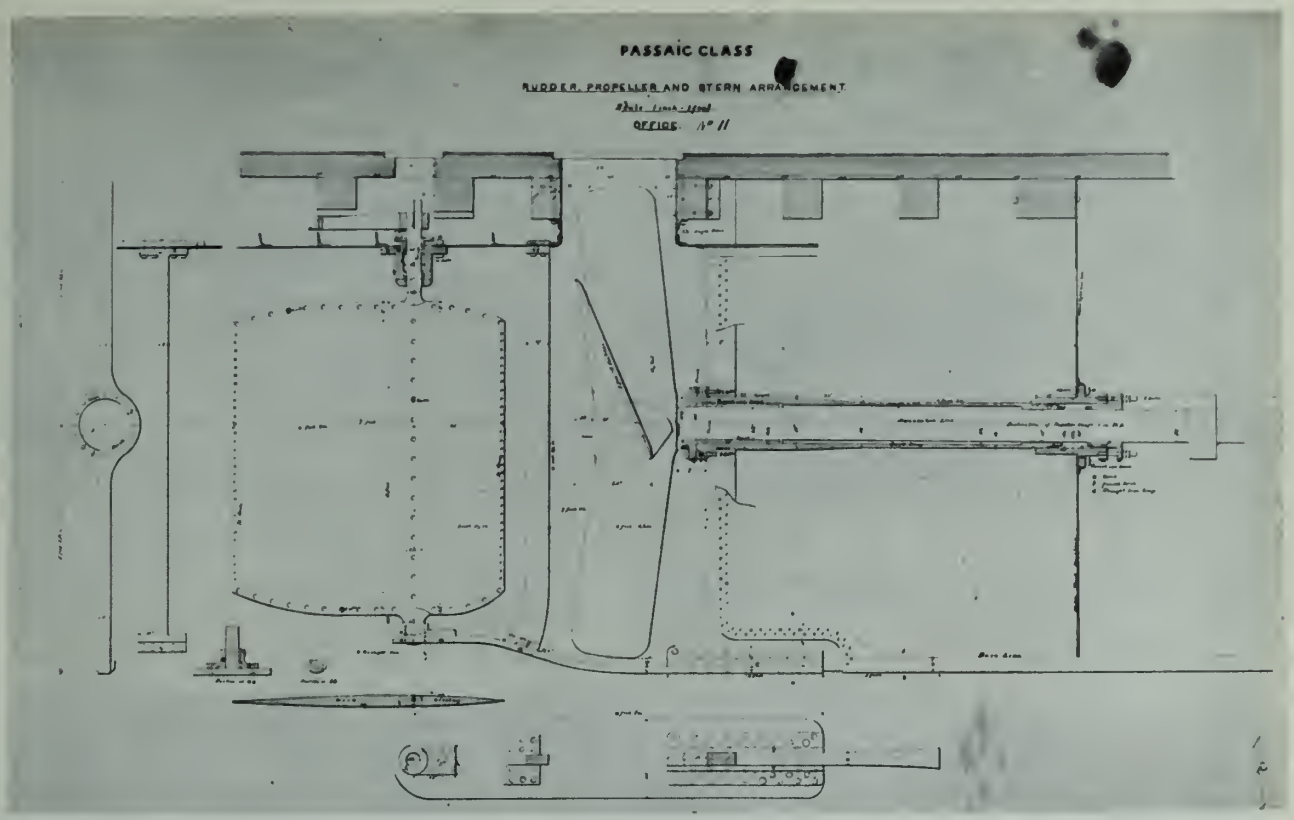
Builder:
Hull: Atlantic Iron Works, Boston, Mass.
Machinery: Atlantic Iron Works, Boston, Mass.
Service speed: 5 knots

Passaic:
Launched: 30 August 1862
Commissioned: 25 November 1862, Captain Percival Drayton
Builder:
Hull: Contract for ship awarded to John Ericsson; hull subcontracted to Continental Iron Works, Greenpoint, N.Y.
Machinery: Subcontracted to Delameter Iron Works, New York, N.Y.
Service speed: 6 knots

Patapsco:
Launched: 27 September 1862
Commissioned: 2 January 1863, Comdr. Daniel Ammen
Builder:
Hull: Contract for ship awarded to John Ericsson; hull subcontracted to Harlan & Hollingsworth, Wilmington, Del.
Machinery: Subcontracted to Harlan & Hollingsworth, Wilmington, Del.
Service speed: 5 knots

Sangamon (15 June 1869 *Jason*):
Launched: 27 October 1862
Commissioned: 9 February 1863, Comdr. Pierce Crosby

U.S. Monitor *Camanche* under construction in San Francisco during 1864—This photograph appears to have been taken shortly before the one on page 762 as the ships in the background are the same.



Propeller and rudder arrangement of U.S. Monitor *Passaic*

Builder:
Hull: Contract for ship awarded to John Ericsson; hull subcontracted to Reaney, Son & Archbold, Chester, Pa.
Machinery: Subcontracted to I. P. Morris, Towne & Co., Philadelphia, Pa.
Service speed: 5 knots

Weehawken:

Launched: 5 November 1862
Commissioned: 18 January 1863, Captain John Rodgers
Builder:
Hull: Secor & Co., New York, N.Y., at the yard of Joseph Coldwell, Jersey City, N.J.
Machinery: Secor & Co., of New York, N.Y., at the Fulton Foundry, Jersey City, N.J.
Service speed: 5 knots

Roanoke class (1): *Roanoke*

Roanoke was originally one of the proud class of steam frigates which included *Merrimack*. The latter serving as CSS *Virginia* became the first Confederate ironclad. Shortly after the battle in Hampton Roads between the original *Monitor* and *Virginia* it was decided to convert *Roanoke* into a seagoing turreted ironclad. Accordingly she was razeed, her sides and deck were plated, and three Ericsson turrets were placed on board. Theoretically *Roanoke* was the most powerful monitor to be commissioned during the Civil War but, although she served in the North Atlantic Blockading Squadron for many months, she was never regarded as successful. The weight of the three turrets caused her to roll heavily, even in a slight seaway, and the hull was found to be too weak to adequately support them. Accordingly most of *Roanoke*'s service was as a station or guard ship. It might be argued that *Roanoke* was technically not a monitor because of her standard warship hull. However, her revolving turrets and low freeboard made her more like a monitor than any other extant type of warship.

Statistics:

Length overall: 265'[4]
Extreme beam: 52'6"
Draft: 24'3"
Depth of hold: Not found
Designed speed: 10 knots
Displacement: Not found; 3,435 tons (old tonnage)
Engines: 2 Horizontal direct acting engines
Horsepower: Not found
Boilers: 4 Martin
Bunker capacity: 550 tons coal
Screws: Single screw
Complement: 350 (approx.)
Armament: Forward turret, 1 XV-inch Dahlgren smoothbore. 1 150-pdr. Parrott rifle; middle turret, 1 XV-inch Dahlgren smoothbore, 1 XI-inch Dahlgren smoothbore; after turret, 1 XI-inch Dahlgren smoothbore, 1 150-pdr. Parrott rifle
Turret diameter: 21' inside
Armor: Turret, 11"; side, 4½"

[4] The length overall and extreme beam of *Roanoke* after her conversion have been difficult to establish. A plan of the turret deck found in the National Archives indicated a length overall of 278 feet. However, a contemporary lithograph noted her length as 265 feet and her beam as 52 feet 6 inches. As *Roanoke* was merely razeed and armor plated the original dimensions of the ship remained approximately the same and for this reason the lithograph dimensions appear reliable. The addition of a ram might have altered the length overall to some extent but in the absence of adequate plan views it is difficult to estimate to what extent. The *Scientific American* of 26 July 1862 described the ram in the following terms: "This beak resembles a huge ax and is formed of plates twenty and a half inches thick, thus making nine inches of iron on the front edge."

Roanoke[5]

Date of contract: Not found
Launched: Not applicable
Commissioned: 26 June 1863, Captain Guert Gansevoort
Builder: Novelty Iron Works, New York, N.Y.
Service speed: 6 knots

Dictator class (1); *Dictator*

Dictator and her near sister *Puritan* were contracted for in the summer of 1862 when the Navy was looking for a monitor which would be a true seagoing ship. *Dictator* was a single turreted, single screw monitor of unprecedented size and cruising range. Only the never completed *Puritan*, the four *Kalamazoos*, and *Dunderberg* would have surpassed her in size. In response to complaints from officers commanding monitors the overhang of the armored "raft" was considerably reduced and the raft itself was given finer "ship" lines. The apparent difficulty with the "raft" was that in a seaway the interaction of the ship and the waves tended to separate the raft from the hull, causing leakage. In fact, this is one of the explanations offered for the loss of the original *Monitor* off Cape Hatteras on 30–31 December 1862. *Dictator* was designed as a high-speed monitor but, like most of this type, failed to reach her contract speed. The contract price was $2,300,000 for *Dictator* and *Puritan* together.

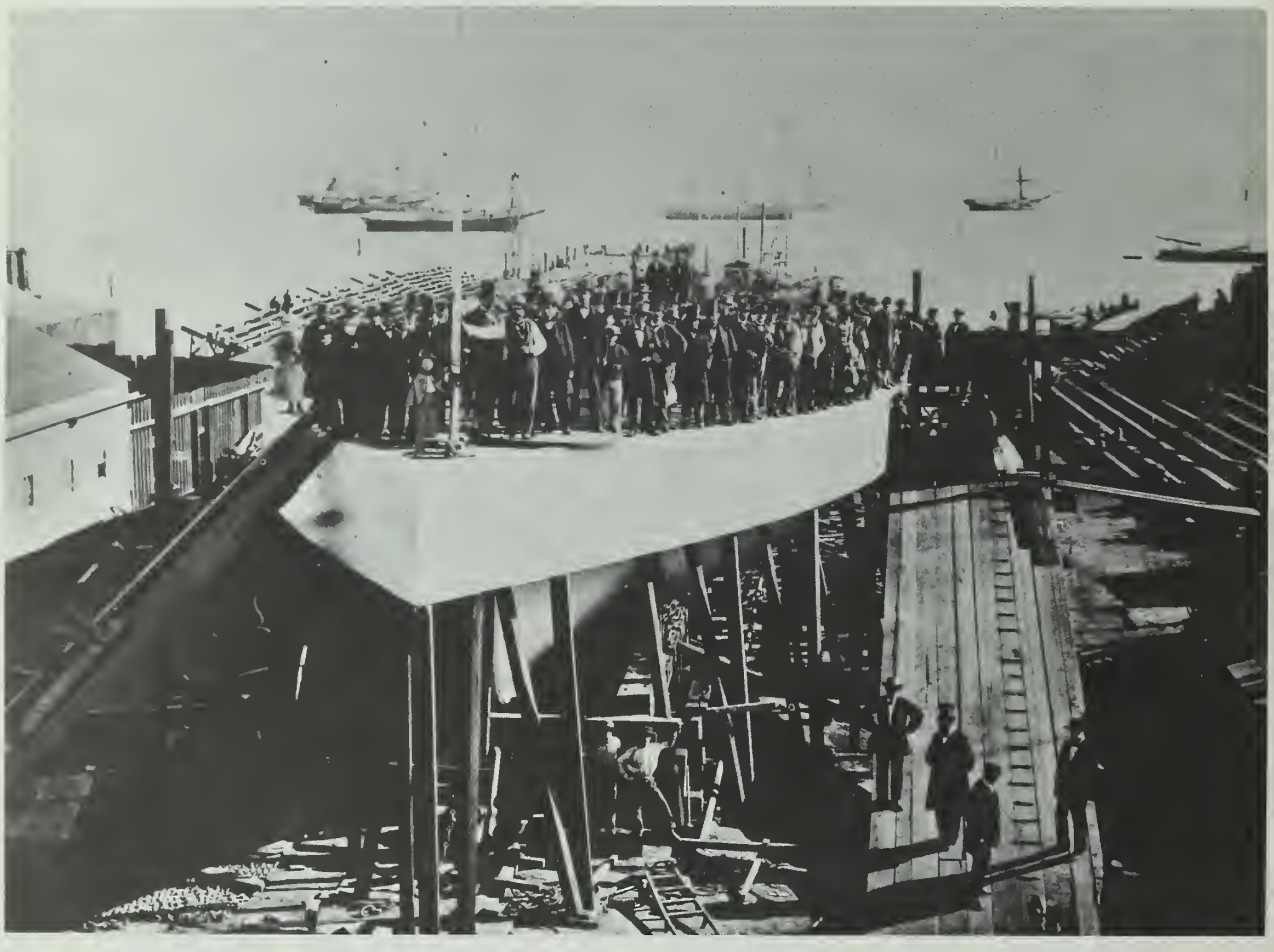
Statistics:

Length overall: 312′
Extreme beam: 50′
Draft: 20′6″
Depth of hold: 21′8″
Designed speed: 15 knots
Displacement: 4,438 tons; 3,033 tons (old tonnage)
Engines: 2 Ericsson vibrating lever engines
Horsepower: Not found
Boilers: 6 Martin
Bunker capacity: 1,000 tons coal
Screws: Single screw, 21′6″ diameter
Complement: 175 (approx.)
Armament: 2 XV-inch Dahlgren smoothbores
Turret diameter: 24′ inside
Armor: Turret, 15″; side, 6″

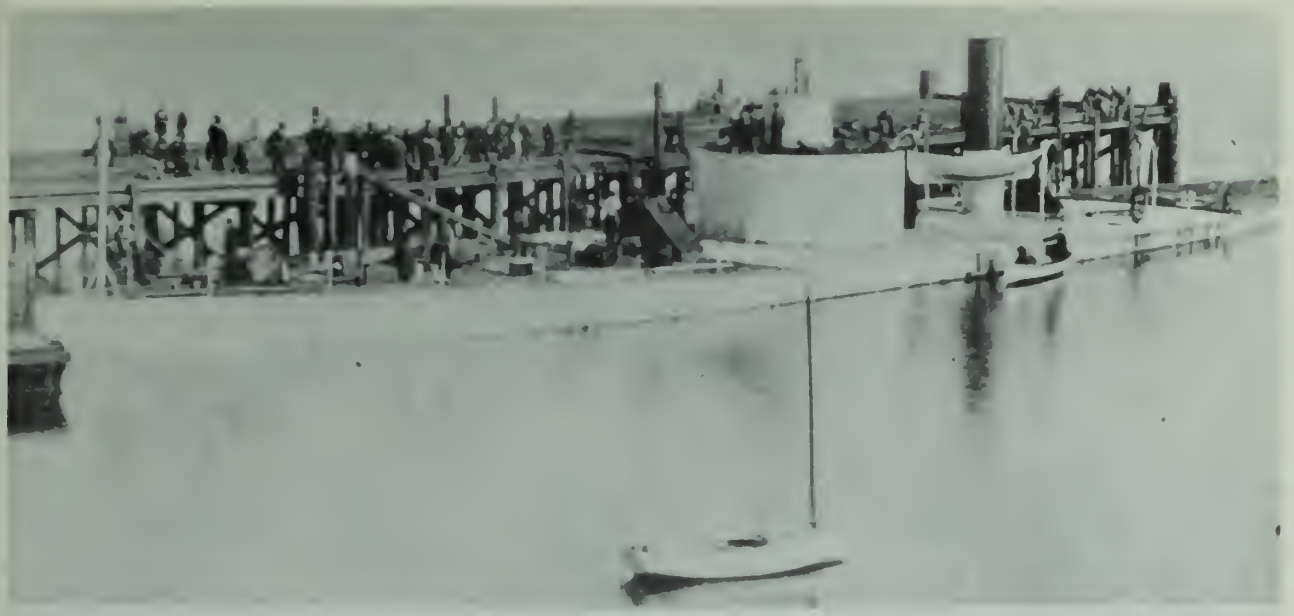
Dictator:

Date of contract: 28 July 1862
Launched: 26 December 1863
Commissioned: 11 November 1864, Captain John Rodgers
Builder:
Hull: Contract for ship awarded to John Ericsson; hull subcontracted to Delameter Iron Works, New York, N.Y.

[5] The hull of *Roanoke* was built at the Norfolk Navy Yard, Portsmouth, Va.; the machinery being constructed by Anderson, Delaney & Co., Richmond, Va. She was launched 13 December 1855 and commissioned 4 May 1857. On 20 March 1862 *Roanoke* was decommissioned for conversion into a seagoing ironclad.



This gathering of San Francisco notables was probably occasioned by the imminent launching of USS *Camanche* from the yard of Danohue, Ryan and Secor on 14 November 1864. USS *Camanche* was the only monitor to serve on the West Coast until the arrival of USS *Monadnock* in 1866.



USS *Camanche* fitting out alongside the pier shown in the center background of the two construction photographs. She was finally commissioned in May 1865.

Machinery: Machinery subcontracted to Delameter Iron Works, New York, N.Y.
Service speed: 9 knots

Puritan class (1); *Puritan*

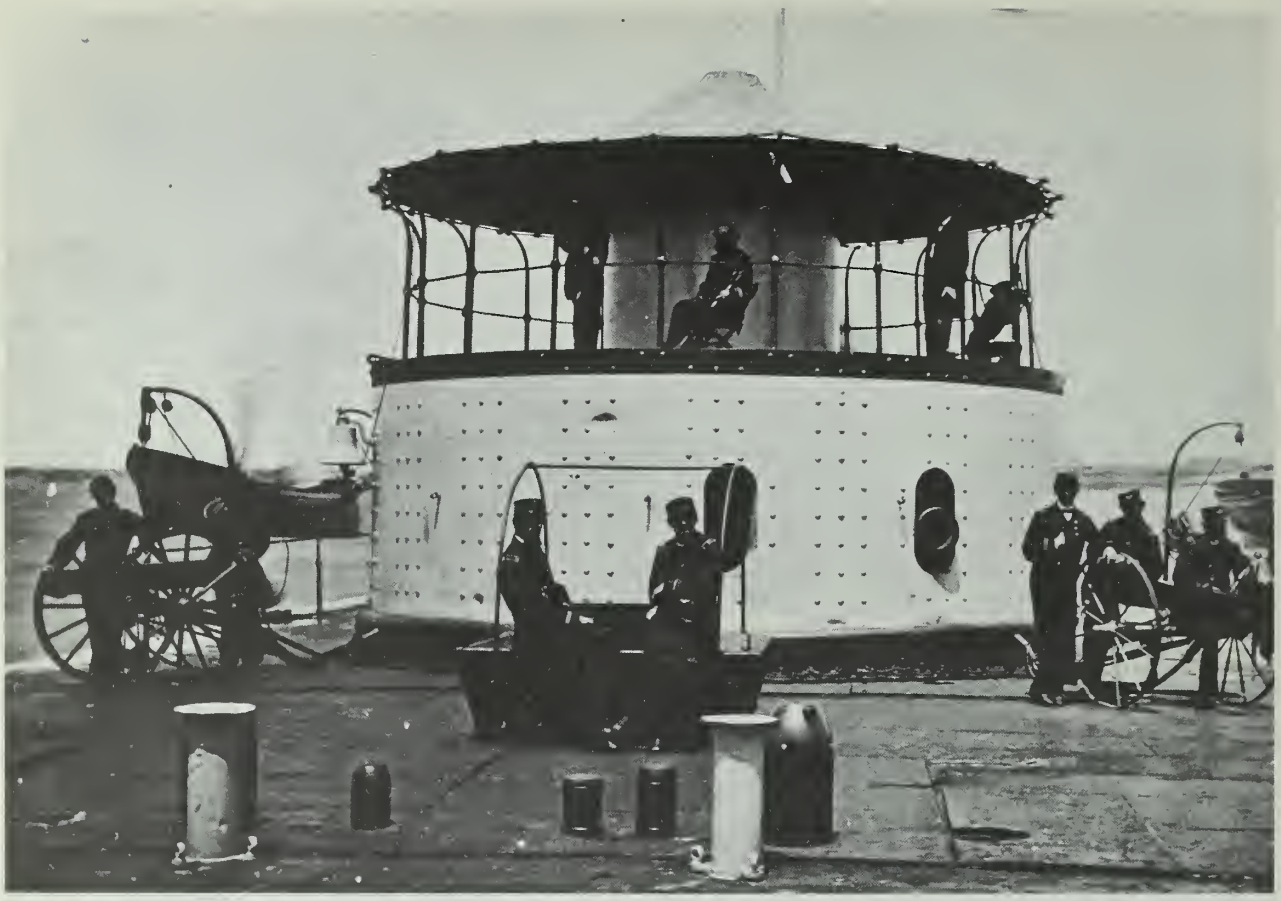
The contract for *Puritan* was let to John Ericsson during the summer of 1862. The Navy indicated that it wanted *Puritan* to be a double turreted monitor but Ericsson resisted. His reasoning was that on a given displacement the weight involved in constructing a second turret could be better used in increasing armament and armor with the result that a single turreted monitor would always be more powerful than a multiturreted monitor of the same displacement. The counter argument was that by concentrating all armament in a single turret Ericsson was taking a chance that a minor mechanical accident in the turret machinery, for example, could put the whole ship out of action. Ericsson won the fight with the Navy and the design was altered to his specifications. However, delays in construction and the casting of the XX-inch smoothbores resulted in *Puritan*'s not being completed by the end of the Civil War. Construction was suspended in 1865 and begun again in 1874 under the guise of repairing. When *Puritan* was finally completed in 1898 she was a completely different ship from that contracted for in 1862. The original contract price was $2,300,000 for *Puritan* and *Dictator* together.

Statistics (oringial design, 1862): [6]

Length overall: 340′
Extreme beam: 50′
Draft: 20′
Depth of hold: 21′8″
Designed speed: 15 knots
Displacement: 4,912 tons; 3,265 tons (old tonnage)
Engines: 2 Ericsson vibrating lever engines
Horsepower: Not found
Boilers: 6 Martin

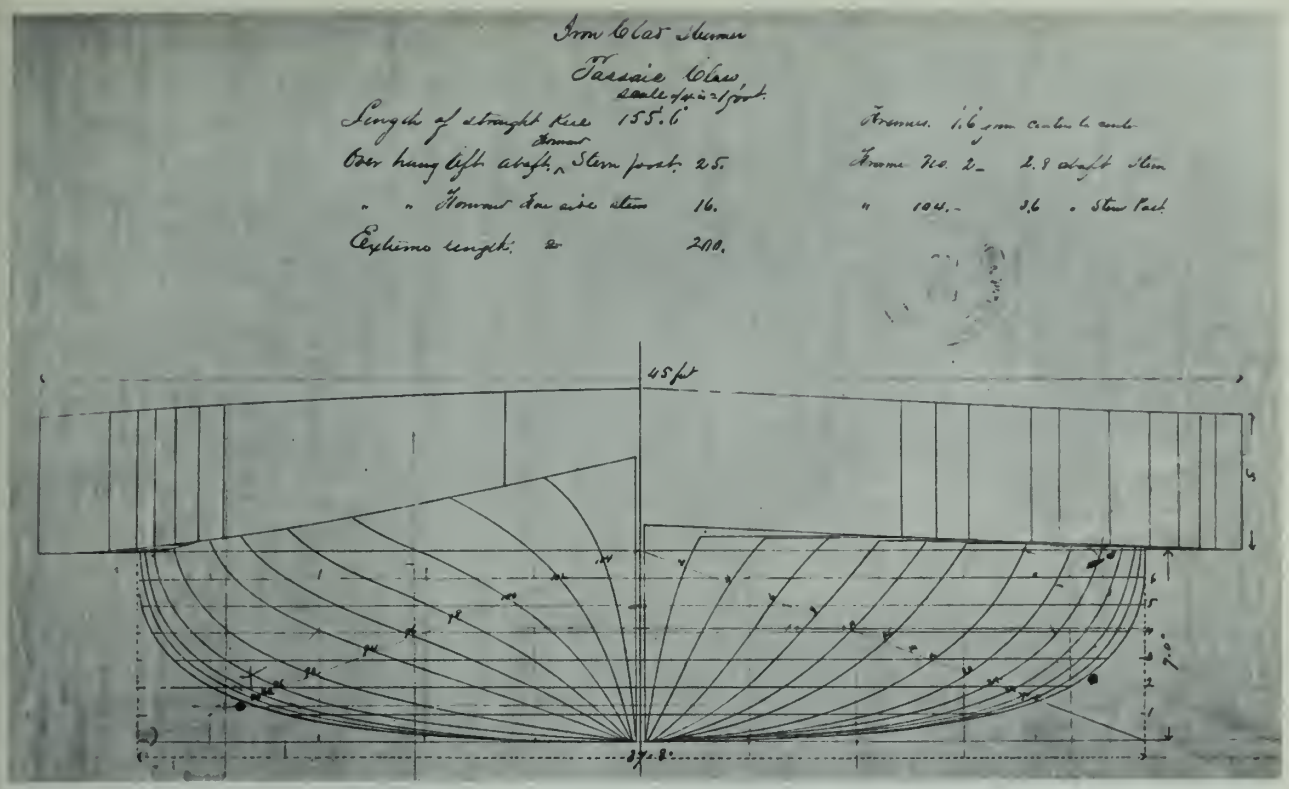
[6] For statistics on *Puritan* as commissioned in 1896, see "New Navy" Monitors, *Puritan* class, p. 787; for a further note on her reconstruction, see p. 754.

U.S. Monitor *Camanche* as she appeared in 1898—The Civil War monitors which were not fully rebuilt but which remained on the Navy List received additional deck ventilators and a light hurricane deck over the years, the once long and low clean lines becoming cluttered and ugly.

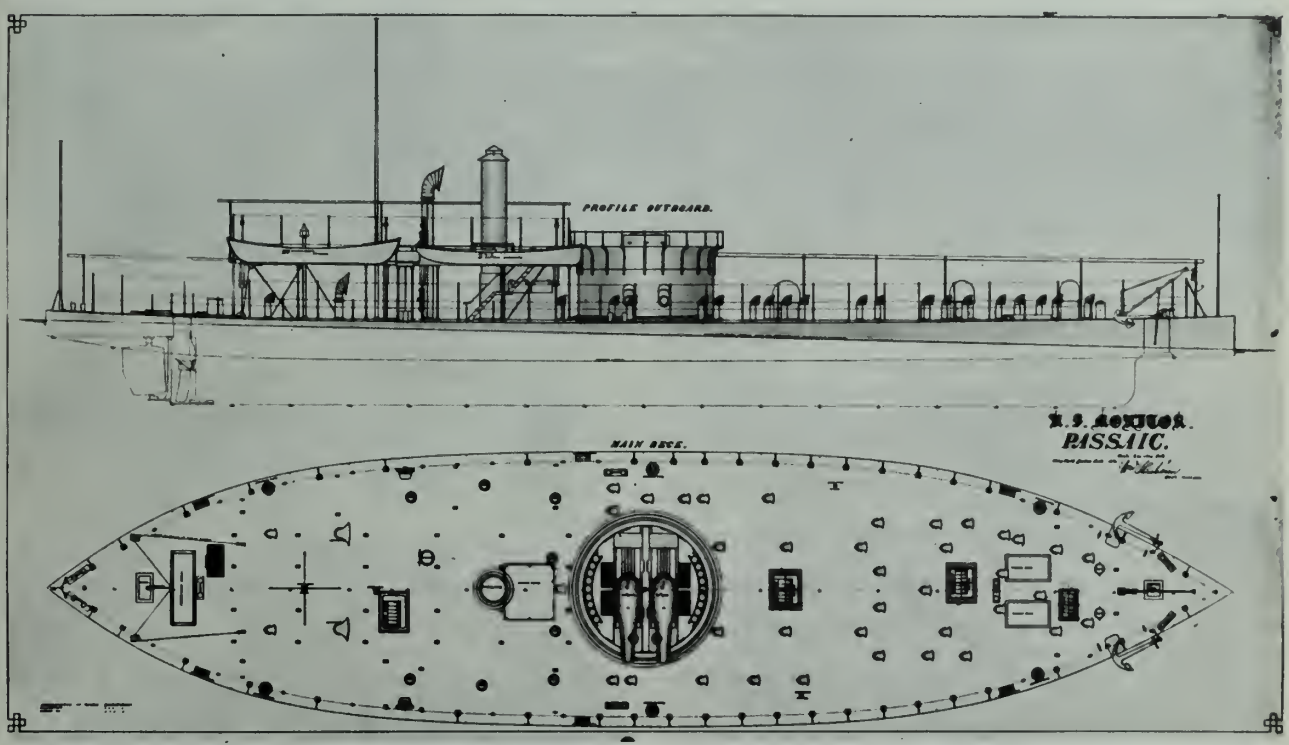


Deck of U.S. Monitor *Catskill,* off Charleston during early 1865—The Commanding Officer, Lt. Comdr. Edward Barrett, is seated in front of the armored pilothouse on top of the turret. Barrett's executive officer, probably Lt. Charles W. Tracy, is standing at his right. The XV-inch and XI-inch Dahlgren smoothbores which formed the armament may be seen through the gunports in the turret. The XV-inch on the left could not be run out of the port because of its size and had to be fired inside the turret through a box mounted in the interior.

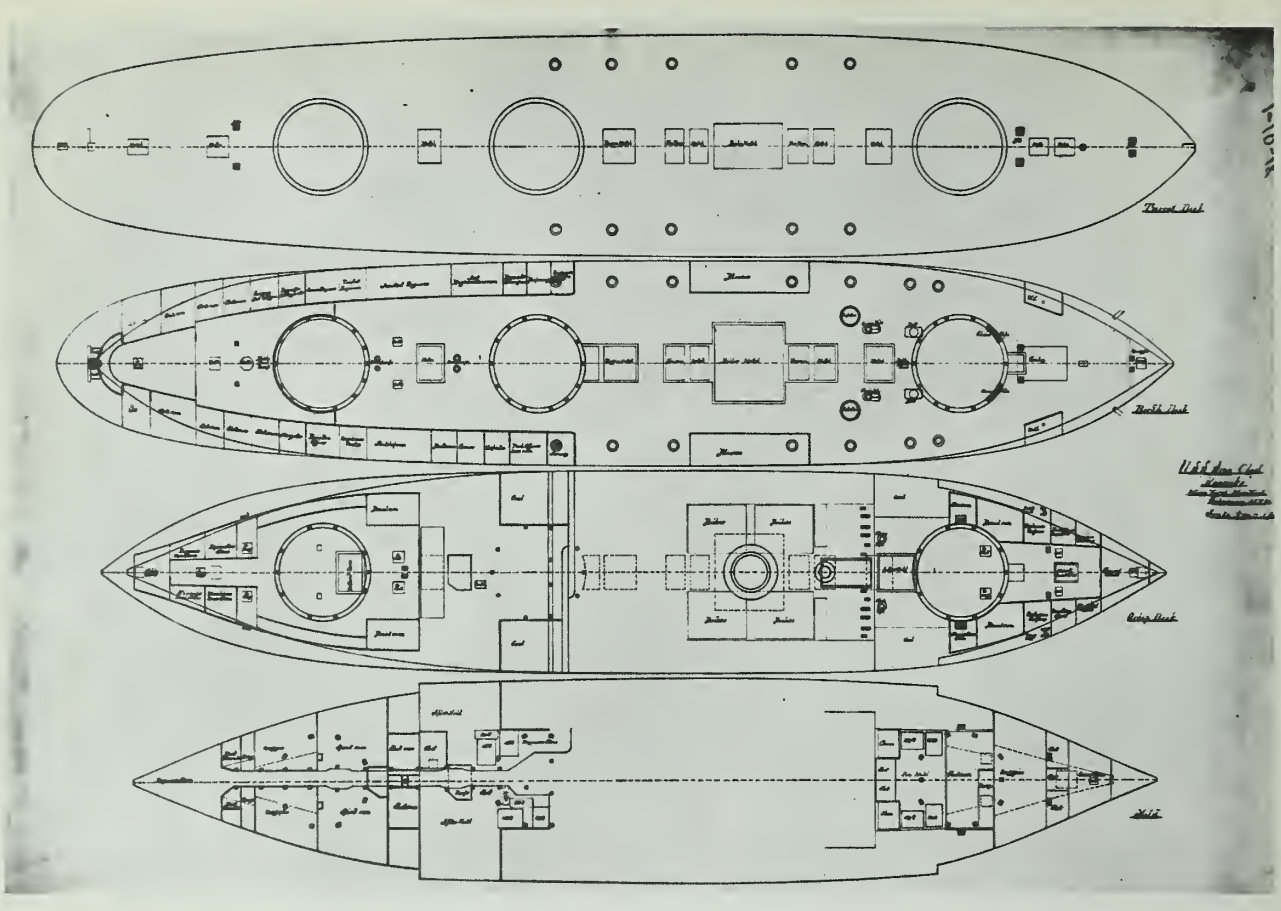
U.S. Monitor *Lehigh* while operating on the James River during the spring of 1863



Body plan of U.S. Monitor *Passaic*



This plan of U.S. Monitor *Passaic* was prepared at the Boston Navy Yard during 1896. The changes made over the years are particularly apparent when these views are compared with the plans drawn during the Civil War.



Deck and hold plans of U.S. Ironclad *Roanoke* prepared at the New York Navy Yard in February 1874

Bunker capacity: 1,000 tons coal
Screws: Twin screw, 21′ diameter
Complement: Not found
Armament: 2 XX-inch
Turret diameter: 26′ inside
Armor: Turret, 15″; side, 6″

Puritan:

Date of contract: 28 July 1862
Launched: 2 July 1864
Commissioned: Never completed
Builder:
Hull: Contract for ship awarded to John Ericsson; hull subcontracted to Continental Iron Works, Greenpoint, N.Y.
Machinery: Machinery subcontracted to the Allaire Works, New York, N.Y.
Service speed: No service

Onondaga class (1); *Onondaga*

Onondaga was the first double-turreted monitor to be completed for service. After commissioning in March 1864 she was assigned to the North Atlantic Blockading Squadron. Operating in the James River *Onondaga* had only one brief skirmish with Confederate ironclads to mark an otherwise uneventful career. Subsequent to a Special Act of Congress the builder, George W. Quintard, was permitted to refund the purchase price to the U.S. Navy and *Onondaga* was returned to him 12 July 1867. Quintard, in turn, sold the ship to the French Navy, in which she served as a coast defense battleship until 1903. The original contract price was $625,000.

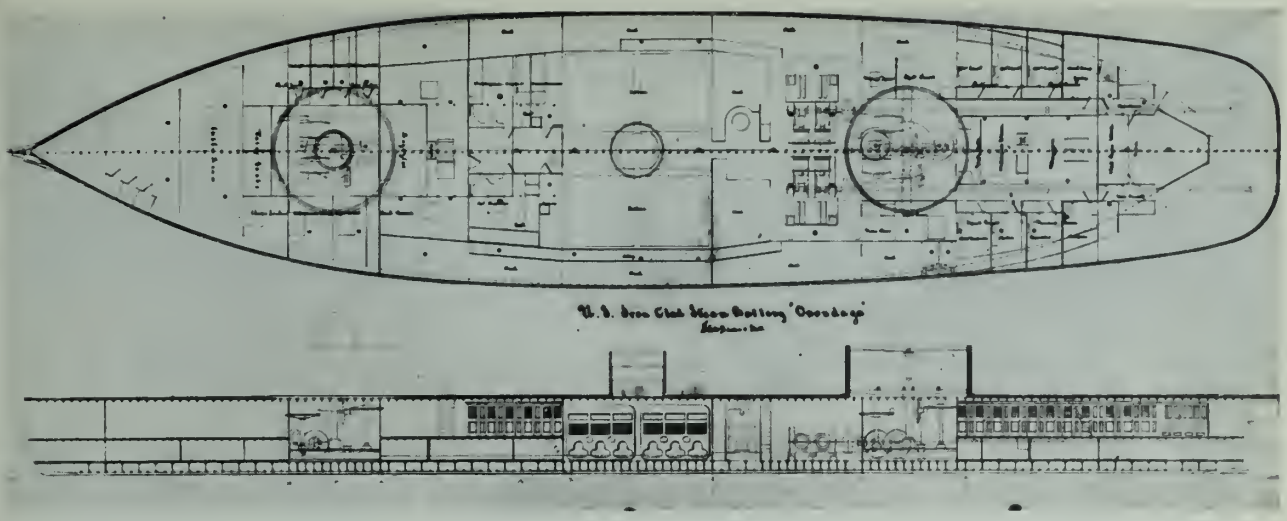
Statistics:

Length overall: 226′ [7]
Extreme beam: 49′3″
Draft: 12′10″
Depth of hold: 13′2″
Designed speed: 9 knots
Displacement: Not found; 1250 tons (old tonnage)
Engines: 4 horizontal back acting engines
Horsepower: 420 indicated horsepower
Boilers: 4 Martin
Bunker capacity: 268 tons coal but only sufficient buoyance for 160 tons
Screws: Twin screw, 10′ diameter
Complement: 150 (approx.)
Armament: 2 XV-inch Dahlgren smoothbores, 2 150-pdr. Parrott rifles
Turret diameter: Double-turreted, 21′ inside
Armor: Turret, 11″; side, 5½″

Onondaga:

Date of contract: 26 May 1862
Launched: 29 July 1863
Commissioned: 24 March 1864, Captain Melancton Smith

[7] The plans and specifications of *Onondaga* indicate that she was to be 226 feet overall, with a beam of 49 feet, 3 inches. However, Chief Engineer James W. King, USN. in his 1877 report on European navies, described her as being 228 feet, 7½ inches × 51 feet, 2 inches × 13 feet, 2 inches. (The latter dimensions are probably more indicative of *Onondaga* as completed. Contractor designed ships appeared to vary more from the original specifications than Navy or Ericsson designs.



Plan view of U.S. Monitor *Onondaga*

USS *Onondaga* on the James River during the Civil War—The bulletproof shields installed around the tops of the turrets on many monitors during 1863–65 are clearly visible.

Builder
Hull: Contract for ship awarded to George W. Quintard; hull subcontracted to Continental Iron Works, Greenpoint, N.Y.
Machinery: George W. Quintard at his Morgan Iron Works, New York, N.Y.
Service speed: 7 knots

Miantonomoh class (4); *Agamenticus, Miantonomoh, Monadnock, Tonawanda*

Although the four double-turreted monitors of the *Miantonomoh* class were laid down in 1862 only one, *Monadnock*, was completed in time to see Civil War service. However, following the war both *Miantonomoh* and *Monadnock* were sent on long ocean voyages as a demonstration of their efficiency. The former visited ports of the leading naval powers of Europe during 1866 and created a generally favorable impression of American warship design. *Monadnock* was transferred to the Pacific coast, reaching San Francisco by rounding Cape Horn. As a class these ships were regarded by American naval officers as the best monitors built during the Civil War and when the "rebuilding" began in 1874–75 these four ships were chosen to be repeated. It should also be noted that apart from the four unfinished *Kalamazoos* this was the only class of monitors to be built in naval shipyards, a favorable reflection on the quality of those yards even during the mid-19th century.

Statistics (as commissioned, 1864–65):[8]
Length overall: 258′6″
Extreme beam: 52′9″
Draft: 12′8″
Depth of hold: 14′
Designed speed: Not found

[8] For statistics on the monitors bearing these names as commissioned in 1891–96, see "New Navy" monitors, *Amphitrite* class, p. 787; for a further note on the reconstruction of these ships see p. 754.

U.S. Monitor *Agamenticus* as she appeared shortly after her completion in 1865—The *Miantonomahs* were the only Civil War monitors originally built with hurricane decks, with the possible exception of USS *Dictator*.

Displacement: 3,400 tons (approx.); 1,564 tons (old tonnage)
Engines: *Agamenticus* and *Monadnock*, 2 Ericsson vibrating lever engines; *Miantonomoh* and *Tonawanda*, 2 Isherwood horizontal back-acting engines
Horsepower: Not found
Boilers: 4 Martin
Bunker capacity: 300 tons coal
Screws: Twin screw, 10′ diameter
Complement: 150 (approx.)
Armament: 4 XV-inch Dahlgren smoothbores
Turret diameter: 23′ inside
Armor: Turret, 10″; side, 5″

Agamenticus (15 June 1869 *Terror*):

Date of contract: Not applicable
Launched: 19 March 1863
Commissioned: 5 May 1865, Lt. Comdr. C. H. Cushman
Builder:
Hull: Portsmouth Navy Yard, Kittery, Maine
Machinery: I. P. Morris, Towne & Co., Philadelphia, Pa.
Service speed: 9 knots

Miantonomoh:

Date of contract: Not applicable
Launched: 15 August 1863
Commissioned: 18 September 1865, Comdr. Daniel Ammen
Builder:
Hull: New York Navy Yard, Brooklyn, N.Y.
Machinery: Novelty Iron Yorks, New York, N.Y.
Service speed: 6½ knots

Monadnock:

Date of contract: Not applicable
Launched: 23 March 1864
Commissioned: 4 October 1864, Captain John M. Berrien
Builder:
Hull: Boston Navy Yard, Charlestown, Mass.
Machinery: I. P. Morris, Towne & Co., Philadelphia, Pa.
Service speed: 9 knots

Tonawanda (15 June 1869 *Amphitrite*):

Date of contract: Not applicable
Launched: 6 May 1864
Commissioned: 12 October 1865, Comdr. William Ronckendorff
Builder:
Hull: Philadelphia Navy Yard, Philadelphia, Pa.
Machinery: Merrick & Sons, Philadelphia, Pa.
Service speed: 6½ knots

Canonicus class (9); *Canonicus, Catawba, Mahopac, Manayunk, Manhattan, Oneota, Saugus, Tecumseh, Tippecanoe.*

The ships of the *Canonicus* class were the first to incorporate the lessons of combat experience gained during the *Monitor-Virginia* clash and the attacks on Charleston as well as the practical ones gained from day-to-day experience with what was virtually an entirely new approach to warship design. Although their outward appearance was very similar to the *Passaics*, the single-turreted monitors of the *Canonicus* class represented a major design advance. A protective glacis 5 inches thick and 15 inches high was placed around the base of the turret to prevent the turret from being jammed by a chance hit at its base; side armor was strengthened by the addition of a 4-inch stringer; deadwood aft was cut away in an effort to make the propeller more efficient; and ventilation was improved by the installation of more powerful blowers and a tall permanent vent from the head and galley. Perhaps more significantly, armament was increased to two XV-inch Dahlgren smoothbores from the one XV-inch and one XI-inch of the *Passaic* class. The contracts for the *Canonicus* class were let in September–October 1863; the first launching, of *Canonicus*, took place on 1 August 1863 and the last, of *Mahopac*, on 17 May 1864. The five ships which saw Civil War service were commissioned between April and September 1864. The contract price for each ship of the class was $460,000.

Statistics:

Length overall: 225; *Catawba, Oneota*, 225′; *Tippecanoe*, 224; *Mahopac, Manhattan, Tecumseh*, 223′
Extreme beam: 43′3″; *Mahopac, Manhattan, Tecumseh*, 43′4″; *Catawba, Oneota*, 43′3″; *Tippecanoe*, 43′0″
Draft: 11′6″ (approx.); *Manayunk*, 12′6″
Depth of hold: 13′4″; *Mahopac, Manayunk, Manhattan, Saugus, Tecumseh*, 13′4″; *Catawba, Oncota*, 13′3″
Designed speed: 13 knots
Displacement: 2,100 tons; 1,034 tons (old tonnage)
Engines: 2 Ericsson vibrating lever engines
Horsepower: 320 indicated horsepower
Boilers: 2 Stimers
Bunker capacity: 150 tons coal (approx.); *Canonicus*, 150 tons; *Saugus*, 145 tons; *Mahopac*, 140 tons.
Screws: Single screw, 13′ diameter
Complement: 100 (approx.)
Armament: 2 XV-inch Dahlgren smoothbores
Turret diameter: 21′ inside
Armor: Turret, 10″; side, 5″ (plus 4″ stringer)

Canonicus (15 June 1869 *Scylla*, 10 August 1869 *Canonicus*):

Date of contract: 15 September 1862
Launched: 1 August 1863
Commissioned: 16 April 1864, Comdr. Enoch G. Parrott
Builder:
Hull: Harrison Loring at his City Point Works, South Boston, Mass.
Machinery: Harrison Loring at his City Point Works, South Boston, Mass.
Service speed: 9 knots on trials

U.S. Monitor *Miantonomoh* on her historic trip to Europe in 1866–67—The ship is seen during a visit to Malaga, Spain, 24 December 1866—3 January 1867. The photograph was probably taken on 26 December 1866 when the log made specific mention of the ship being crowded with visitors.

under the command of Commander John C. Beaumont. U. S. N.

Wednesday December 26th. 1866. 273

Record of the miscellaneous events of the day.

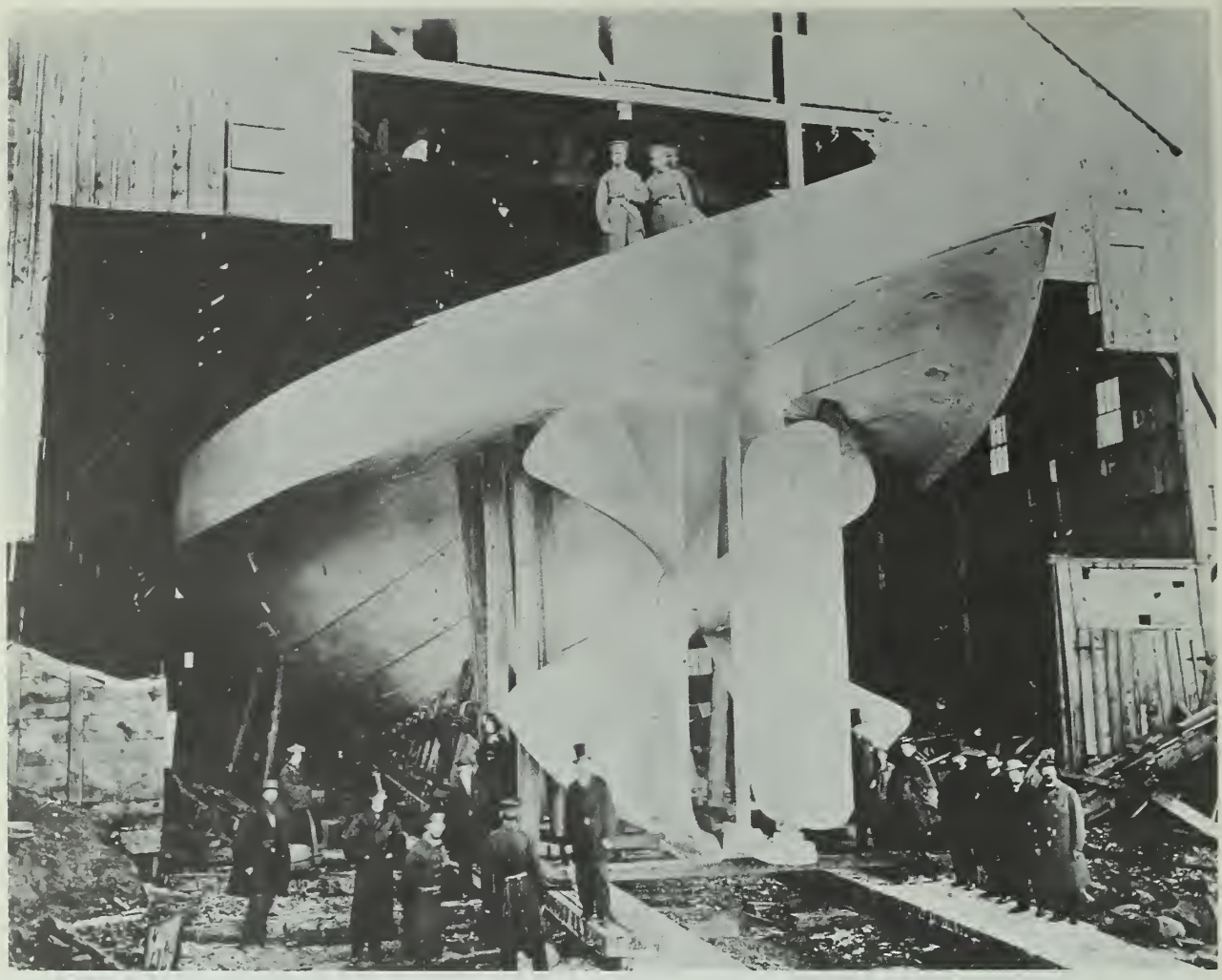
From Midnight to 4. Weather clear and pleasant with light breze from N. W. (Signed) D. McKay Actg Ensign

From 4 to 8. Weather pleasant light breze from N. W. (Signed) J. F. Blanchard Actg Ensign

From 8 to Meridian. Weather pleasant with light breze from N. W. At 9.30 quarters for inspection. At 11.15 got underway and steamed for Malaga Harbor. At 12 anchored in the harbor. (Signed) J. C. Young Actg Ensign

From Meridian to 4. At 12. "Augusta" made signal 48. answered with (1547). (222). "Augusta" answered (2292) Replied with (222). "Augusta" answered (1547). Weather clear and pleasant with light breze from N. W. At 1.30 moored ship in Malaga Harbor. At 2 got pratique. ship crowded with visitors. (Signed) D. McKay Actg Ensign

Extract from the log of USS *Miantonomoh* including 26 December 1866



USS *Dictator* on the ways at Delameter Iron Works, New York, N.Y.—From the advanced stage of completion and the overcoats on the figures in the foreground, it seems likely that the photograph was taken in the winter of 1863, shortly prior to the launching of *Dictator* on 26 December 1863. Note the minimal overhang of the armored "raft" and the large screw, 21 feet, 6 inches, in diameter.

Catawba:

Date of contract: 10 September 1862
Launched: 13 April 1864
Commissioned: Never, but completed 10 June 1865; sold to Alex Swift & Co., Cincinnati, Ohio in 1868, who in turn sold her to Peru on 2 April 1868; served in the Peruvian Navy as *Atahuallpa*
Builder:
Hull: Alex. Swift & Co. and Niles Works, Cincinnati, Ohio
Machinery: Alex. Swift & Co. and Niles Works, Cincinnati, Ohio
Service speed: Maximum sustained sea speed reported to be 6 knots in Peruvian service

Mahopac (15 June 1869 *Castor*, 10 August 1869 *Mahopac*):

Date of contract: 15 September 1862
Launched: 17 May 1864
Commissioned: 22 September 1864, Comdr. William A. Parker
Builder:
Hull: Secor & Co., New York, N.Y., at the yard of of Joseph Coldwell, Jersey City, N.J.
Machinery: Secor & Co., New York, N.Y., at the Fulton Foundry, Jersey City, N.J.; boilers and main engines subcontracted [9]
Service speed: At ⅝ power 6.3 knots on trials

Manayunk: (15 June 1869 *Ajax*)

Date of contract: 15 September 1862
Launched: 18 December 1864 [10]
Commissioned: No Civil War service, completed 27 September 1865
Builder:
Hull: Snowden & Mason, Pittsburgh, Pa., at their yard in South Pittsburgh
Machinery: Snowden & Mason, Pittsburgh, Pa., at their facility in Brownsville, Pa.
Service speed: 4.5 knots on trial run up the Ohio River

[9] Among the boiler and machinery subcontractors were John Dolan & Co., East Brooklyn, N.Y.; Samuel Secor, New York. N.Y.; New Jersey Locomotive Works, Jersey City, N.J.; Atlantic Steam Engine Works, Brooklyn, N.Y.; and Lazell, Perkins & Co., Bridgewater, Mass.

[10] *Manayunk* was ready to be launched in April 1864; but, according to the builder, the very low state of the Ohio River delayed the launching until December.

A lithograph of USS *Dictator* as she probably appeared during the Civil War—No photographs of USS *Dictator* have been located except for the preceding construction photograph.

Manhattan (15 June 1869 *Neptune*, 10 August 1869 *Manhattan*) :

Date of contract: 15 September 1862
Launched: 14 October 1863
Commissioned: 6 June 1864, Comdr. J. W. A. Nicholson
Builder:
Hull: Perine, Secor & Co., New York, N.Y., at the yard of Joseph Coldwell, Jersey City, N.J.[11]
Machinery: Perine, Secor & Co., New York, N.Y., at the Fulton Foundry, Jersey City, N.J.; boilers and main engines subcontracted
Service speed: 8 knots on trials

Oneota:

Date of contract: 10 September 1862
Launched: 21 May 1864
Commissioned: Never, but completed 10 June 1865; sold to Alex. Swift & Co., Cincinnati, Ohio, in 1868, who in turn sold her to Peru on 2 April 1868; served in the Peruvian Navy as *Manco Capac*
Builder:
Hull: Alex. Swift & Co. and Niles Works, Cincinnati, Ohio
Machinery: Alex. Swift & Co., and Niles Works, Cincinnati, Ohio
Service speed: Maximum sustained sea speed reported to be 6 knots in Peruvian service

Saugus (15 June 1869 *Centaur*, 10 August 1869 *Saugus*) :

Date of contract: 13 October 1862
Launched: 16 December 1863
Commissioned: 7 April 1864, Comdr. Edmund R. Colhoun
Builder:
Hull: Harlan & Hollingsworth & Co., Wilmington, Del.
Machinery: Harlan & Hollingsworth & Co., Wilmington, Del.
Service speed: 8 knots

Tecumseh:

Date of contract: 15 September 1862
Launched: 12 September 1863
Commissioned: 19 April 1864, Comdr. Tunis A. M. Craven
Builder:
Hull: Secor & Co., New York, N.Y., at the yard of Joseph Coldwell, Jersey City, N.J.
Machinery: Secor & Co., New York, N.Y., at the Fulton Foundry, Jersey City, N.J.; boilers and main engines subcontracted
Service speed: 8 knots on trials

[11] The contract was awarded to the new corporate entity of Perine, Secor & Co., because Wilham Perine, originally awarded the contract, was unable to show the Navy that he himself had access to the required building facilities.

Tippecanoe (15 June 1869 *Vesuvius*, 10 August 1869 *Wyandotte*) :

Date of contract: 15 September 1862; construction commenced 28 September 1862
Launched: 22 December 1864
Commissioned: Never, but completed December 1865; delivered to the U.S. Navy 15 February 1866
Builder:
Hull: Miles Greenwood, Cincinnati, Ohio at the shipyard of John Litherbury[12] in Cincinnati
Machinery: Miles Greenwood, Cincinnati, Ohio
Service speed: Not found

Casco Class (20) ; *Casco, Chimo, Cohocs, Etlah, Klamath, Koka, Modoc, Napa, Naubuc, Nausett, Shawnee, Shiloh, Squando, Suncook, Tunxis, Umpqua, Wassuc, Waxsaw, Yazoo, Yuma.*

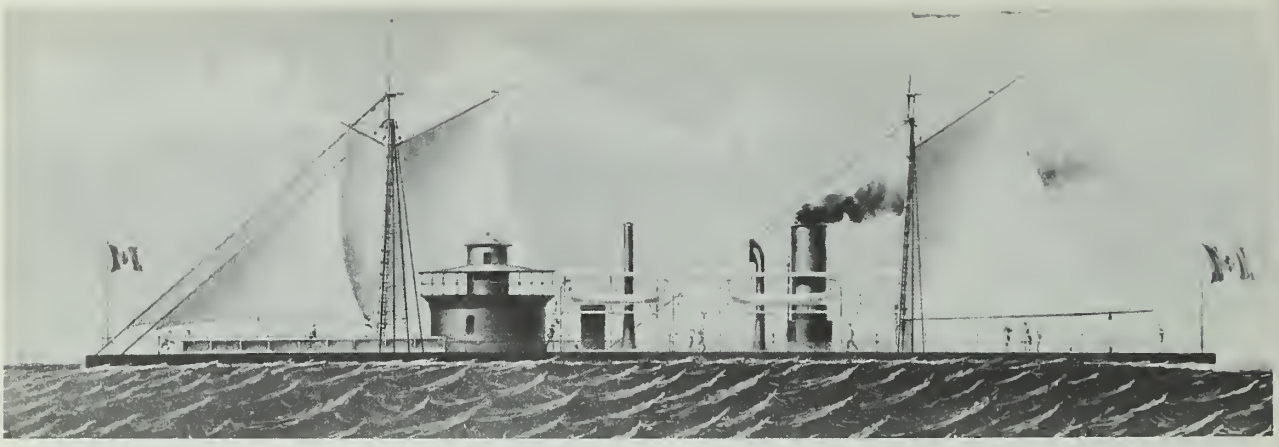
During the summer of 1862 the Navy began the preparation of specifications for a class of "light-draft" monitors which would be able to fight effectively on the shallow bays, sounds, and rivers which bordered much of the Confederacy. Threats such as that later posed by the C.S. Ram *Albermarle* could not be countered by the conventional monitors with their relatively deep draft. The end product was a twin-screw, single-turreted monitor with a designed draft of slightly over 6 feet. Armor was sacrificed to meet the demands of shallow draft, resulting in the *Cascos* being among the most lightly armored American monitors ever built. Perhaps the most radical innovation to be incorporated into the *Casco* design was the provision of special ballast tanks which would permit the ships to go into action partially submerged.[13]

Contracts for the class were let in the period March–June 1863; delivery of 13 being specified for 6 months after the contract signing. The builders of the remaining seven were allowed 8 months, but were to be paid only $386,000 as against the $395,000 received by the 6-month contractors.[14] Due to delays in the furnishing of plans and constant design changes the ships lagged badly from the start. In the spring of 1864 when *Chimo* was launched it became clear that grave errors had been made in the calculations of displacement. *Chimo* had only 3 inches freeboard without her turret and stores as opposed to the designed 15 inches ready for sea. Accordingly, it was decided to complete the five most advanced ships, less *Tunxis*, as tor-

[12] Litherbury had previously superintended the construction of four *City* class gunboats built by James B. Eads at Carondelet, Mo. He also undertook the conversion of *Lexington*, one of the first three Union gunboats on the Ohio River.

[13] The function of the tanks were described in the *Army and Navy Journal* of 31 October 1864: "The hull of the vessel will be divided, so that in fact there are two distinct hulls, but are fastened together so as to leave an opening of 2 feet between each hull. This space is to be used as a water tank, which, in action, will be fitted with water and add doubly to secure the vessel against torpedoes and infernal machines." The author might have added that the lower silhouette resulting from flooding the tanks would diminish the chances of the ship taking a hit.

[14] The "6-month" ships were *Casco, Chimo, Cohocs, Klamath, Modoc, Napa, Naubuc, Squando, Suncook, Umpqua, Waxsaw, Yazoo,* and *Yuma;* the "eight-month," *Etlah, Koka, Nausett, Shawnee, Shiloh, Tunxis,* and *Wassuc.*



U.S. Monitor *Catawba* of the *Canonicus* class as *Atahuallpa* in the Peruvian Navy—American monitors rarely, if ever, used sails except on long ocean passages. Actually the lithograph may depict *Atahuallpa* as she appeared upon departing New Orleans for Peru in 1868. Under the circumstances it would not be surprising to see sails.

pedo boats and to deepen the hulls of the remaining 14 by 22 inches in order to enable them to carry their monitor armament.[15] *Tunxis* was completed to the original design, with minor modifications, but proved unsuccessful and was deepened during the winter of 1864–65 at the yard of Wm. Cramp & Son, Philadelphia, Pa. Launch dates of the *Casco* class ranged from May 1864 to the middle of 1865 and only eight were completed in time to see commissioned service during the Civil War. Of the eight none saw combat; those ships which were in the war zones generally acting as station or guard ships.

Statistics:

Length overall: 225′ *Etlah*, 225′8″; *Squando*, 225′4½″; *Modoc*, *Naubuc*, 225′
Extreme beam: 45′; *Etlah*, 45′6″; *Naubuc*, 45′3″; *Squando*, 45′1⅞″; *Modoc*, 45′1″
Draft: 6′4½″ (designed); *Squando*, 8′3″; *Etlah*, 8′; *Nausett*, 7′8¾″; *Casco*, 7′4″; *Naubuc*, 7′1″ (less gun and ordnance stores)[16]
Depth of hold: 9′; *Squando*, 11′⅝″; *Modoc*, 9′1″; *Naubuc*, 8′11″[17]
Designed speed: 9 knots
Displacement: 1,175 tons; 614 tons (old tonnage); *Squando*, 1,618 tons; *Nausett*, 1,487 tons
Engines: 2 Stimers' direct-acting inclined engines
Horsepower: 600 indicated horsepower

[15] The ships selected for conversion to torpedo boats were *Casco, Chimo, Napa, Naubuc,* and *Modoc.* Not even these conversions achieved speeds of over 5 knots and, as such, were virtually useless as torpedo boats. The cost of deepening the remaining 15, including *Tunxis,* varied according to the degree of completion at the time the change was ordered. These costs were as follows: *Cohoes,* $89,000; *Etlah,* $82,500; *Klamath,* $89,000; *Koka,* $58,665.86; *Nausett,* $89,000; *Shawnee,* $90,000; *Shiloh,* $82,500; *Squando,* $90,000; *Suncook,* $87,500; *Tunxis,* $115,500; *Umpqua,* $85,000; *Wassuc,* $55,275.60; *Waxsaw,* $89,140.25; *Yazoo,* $68,000; *Yuma,* $89,000.

[16] The draft of *Casco* and *Naubuc,* while substantially in excess of the designed draft, was less than that of *Etlah, Nausett,* or *Squando* because the former did not carry a turret, mounted only one XI-inch, and had reduced deck plating. Also, the addition of 22 inches to the depth of the monitors increased the displacement by 130 tons which, in turn, increased the draft.

[17] The depth of hold of *Squando* is a reflection of the 22-inch deepening of the hull.

U.S. Monitor *Mahopac* on the Appomatox River during the Civil War—The booms extending from the starboard side support netting which served as a primitive minesweeping device. Confederate mooring mines known as "torpedoes", represented a very real threat to all Union warships. The U.S.S. Monitors *Milwaukee, Osage, Patapsco,* and *Tecumseh* were lost to mines. The black area results from damage to the original glass negative.

Engraving by Harley depicting U.S. Monitor *Puritan* as she would have appeared when completed to her original Civil War design.

Boilers: 2 Stimers' horizontal tubular
Bunker capacity: Monitors 130 tons coal (approx.); torpedo boats 60 tons coal (approx.) [19]
Screws: Twin screw, 9′ diameter
Complement: 60 (approx.)
Armament: Monitors, 2 XI-inch Dahlgren smoothbores, *Tunxis*, 1 XI-inch Dahlgren smoothbore and 1 150-pdr. Parrott rifle (13 Sep 1864); torpedo boats, 1 XI-inch Dahlgren smoothbore, *Chimo*, 1 150-pdr. Parrott rifle, and Wood-Lay spar torpedo equipment
Turret diameter: 20′ inside diameter (monitors only)
Armor: Turret, 8″; pilothouse, 10″ (8″ in torpedo boats); side, 3″

Casco (15 Jun 1869 *Hero*):
Date of contract: 14 March 1863
Launched: 7 May 1864
Commissioned: 4 December 1864, Acting Master Charles A. Crooker
Builder:
Hull: Atlantic Iron Works, Boston, Mass.
Machinery: Atlantic Iron Works, Boston, Mass.
Service speed: 5 knots

Chimo (15 Jun 1869 *Orion*, 10 Aug 1869 *Piscataqua*):
Date of contract: 17 March 1863
Launched: 5 May 1864
Commissioned: 20 January 1865, Acting Master John C. Dutch
Builder:
Hull: Aquilla Adams, Boston, Mass., at his Marine Iron Works
Machinery: Aquilla Adams, Boston, Mass. (probably at an engine factory owned by him)
Service speed: 4 knots

Cohoes (15 Jun 1869 *Charybdis*, 10 Aug 1869 *Cohoes*):
Date of contract: 17 April 1863
Launched: 31 May 1865
Commissioned: Never; but delivered to U.S. Navy at New York Navy Yard 19 January 1865
Builder:
Hull: Contract for ship awarded to M. Franklin Merritt, Stamford, Conn.; hull subcontracted to Continental Iron Works, Greenpoint, N.Y.
Machinery: Subcontracted to Hewes & Philips, Newark, N.J.
Service speed: No service

Etlah (15 Jun 1869 *Hectate*, 10 Aug 1869 *Etlah*):
Date of contract: 24 June 1863
Launched: 3 July 1865
Commissioned: Never; but delivered to U.S. Navy 12 March 1866
Builder:
Hull: Charles W. McCord, St. Louis, Mo.
Machinery: Charles W. McCord, St. Louis, Mo.
Service speed: 5 knots on 12 March 1866 trial

Klamath (15 Jun 1869 *Harpy*, 10 Aug 1869 *Klamath*):
Date of contract: 26 March 1863
Launched: 20 April 1865
Commissioned: Never; but delivered to and accepted by U.S. Navy 6 May 1866
Builder:
Hull: Alex. Swift & Co., Cincinnati, Ohio, at the yard of S. T. Hambleton & Co., Cincinnati, Ohio
Machinery: Subcontracted to Moore & Richardson, Cincinnati, Ohio
Service speed: 5.7 knots on trial

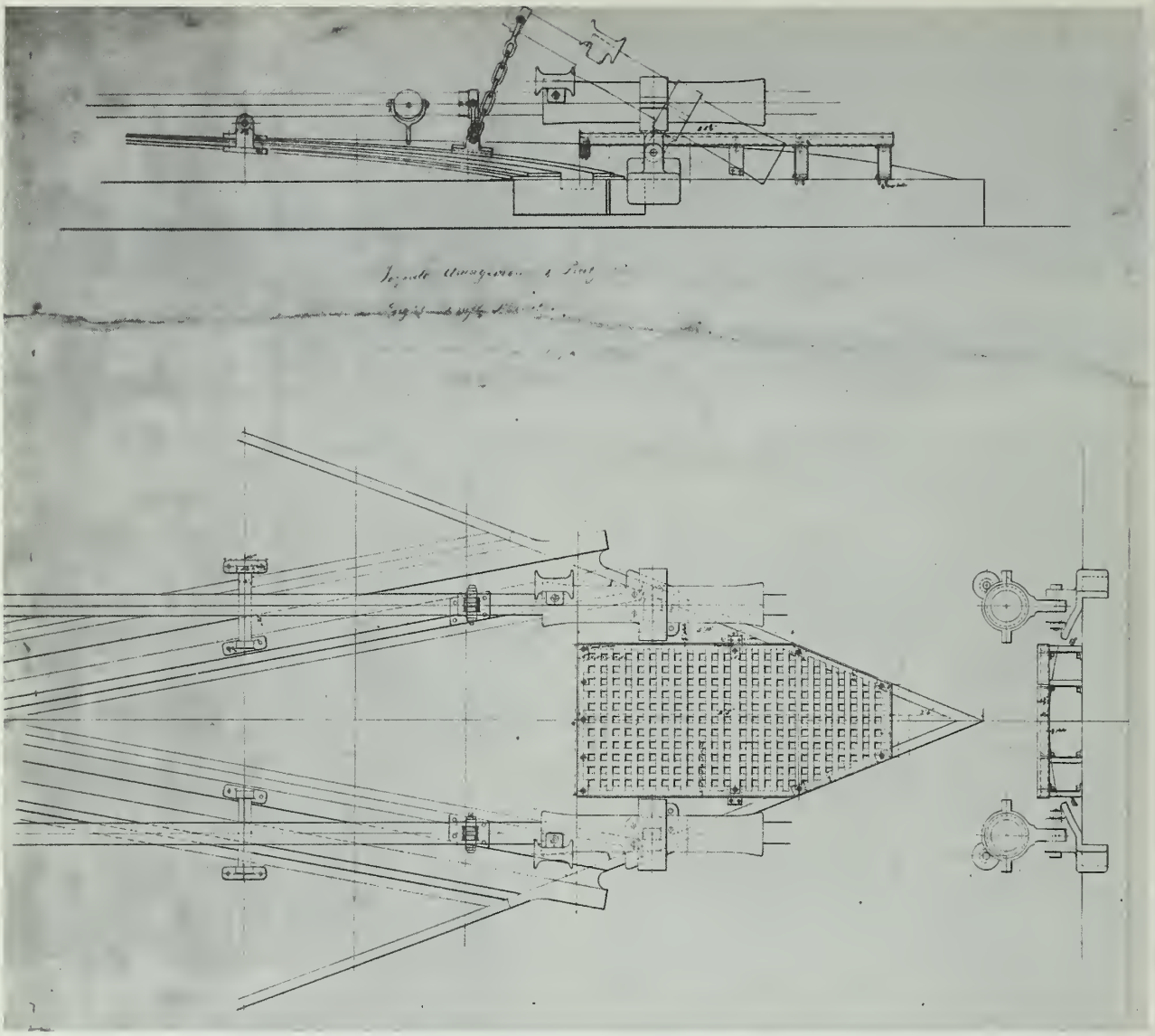
Koka (15 Jun 1869 *Argos*, 10 Aug 1869 *Koka*):
Date of contract: 24 April 1863
Launched: 18 May 1865
Commissioned: Never; but delivered to U.S. Navy at Philadelphia Navy Yard 28 November 1865
Builder:
Hull: Wilcox & Whiting, Camden, N.J.
Machinery: Wilcox & Whiting, Camden, N.J.
Service speed: No service

Modoc (15 Jun 1869 *Achilles*, 10 Aug 1869 *Modoc*):
Date of contract: 4 June 1863
Launched: 21 March 1865
Commissioned: Never; but completed 23 June 1865
Builder:
Hull: Jeronomus S. Underhill, New York, N.Y., at the New York Iron Shipyard
Machinery: Jeronomus S. Underhill, New York, N.Y.
Service speed: No service

Napa (15 Jun 1869 *Nemesis*, 10 Aug 1869 *Napa*):
Date of contract: 2 March 1863
Launched: 26 November 1864
Commissioned: Never; but completed 4 May 1865
Builder:
Hull: Harlan & Hollingsworth & Co., Wilmington, Del.
Machinery: Harlan & Hollingsworth & Co., Wilmington, Del.
Service speed: No service

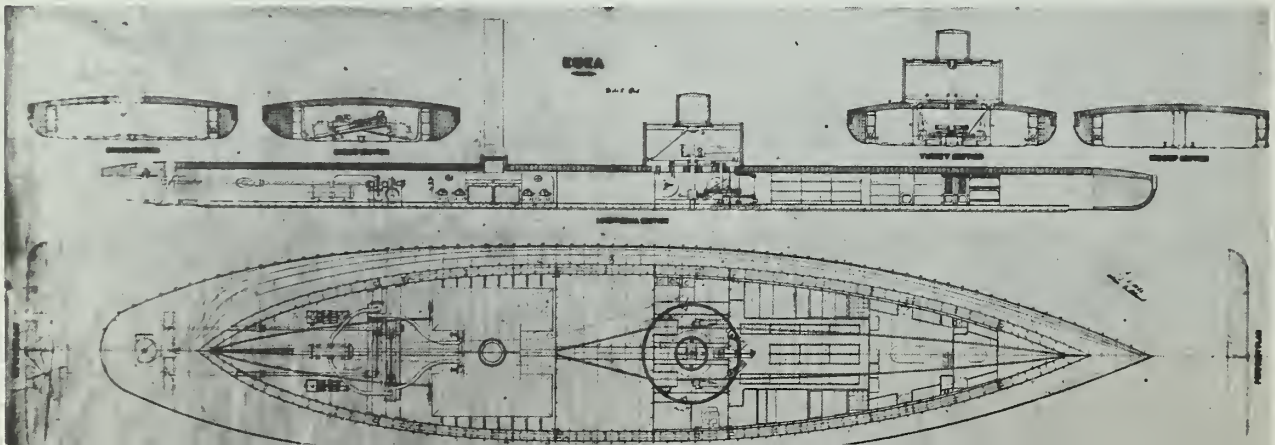
Naubuc (15 Jun 1869 *Gorgon*, 10 Aug 1869 *Minnetonka*):
Date of contract: 2 April 1863
Launched: 19 October 1864

[19] However, *Modoc*, a torpedo boat, probably carried between 75 and 80 tons during her trials. The apparent inconsistency might be explained by the fact that the torpedo boats had bunker capacity equal to that of the monitors but that the amount which could be carried safely from the point of view of reserve buoyancy was much less. *Onondaga* was a case in point.



Plan of the spar torpedo equipment designed for installation on USS *Casco*, USS *Chimo*, USS *Napa*, USS *Naubuc*, and USS *Modoc*—USS *Napa* and USS *Modoc* were not commissioned during the Civil War.

Plan of U.S. Monitor *Koka*—USS *Koka* was one of the fifteen ships of the *Casco* class to be redesigned and completed as monitors, although she never saw commissioned service.



Commissioned: 27 March 1865, Acting Master Gilbert Dayton
Builder:
Hull: Wilham Perine, New York, N.Y., at his Perine's Union Iron Works, Williamsburgh, N.Y.
Machinery: Subcontracted to Dolan & Farron, Williamsburgh, N.Y.
Service speed: Not found

Nausett (15 Jun 1869 *Aetna*, 10 Aug 1869 *Nausett*):

Date of contract: 10 June 1863
Launched: 26 April 1865
Commissioned: 10 August 1865, Acting Master William V. Grozier
Builder:
Hull: Donald McKay at his shipyard in East Boston, Mass.
Machinery: McKay & Aldus, East Boston, Mass.[19]
Service speed: 5 knots

Shawnee (15 Jun 1869 *Eolus*, 10 Aug 1869 *Shawnee*)

Date of contract: 2 April 1863
Launched: 13 March 1865
Commissioned: 18 August 1865, Lt. Comdr. Edward P. Williams
Builder:
Hull: Curtis & Tilden, East Boston, Mass. at their shipyard
Machinery: Curtis & Tilden, East Boston, Mass. (probably subcontracted)
Service speed: 5.4 knots

Shiloh (16 Jun 1869 *Iris*):

Date of contract: 24 June 1863
Launched: 14 July 1865[20]
Commissioned: Never; but delivered to and accepted by the U.S. Navy 12 March 1866
Builder:
Hull: Contract for ship awarded to George C. Bestor, Peoria, Ill.; hull built at the yard of Charles W. McCord, St. Louis, Mo.[21]
Machinery: Subcontracted to Charles W. McCord, St. Louis, Mo.
Service speed: No service

Squando (15 Jun 1869 *Erebus*, 10 Aug 1869 *Algoma*):

Date of contract: 4 May 1863
Launched: 31 December 1864
Commissioned: 6 June 1865, Acting Master George H. Leinas
Builder:
Hull: Contract for ship awarded to McKay & Aldus, East Boston, Mass.; hull built at the shipyard of Donald McKay, East Boston, Mass.
Machinery: McKay & Adlus, East Boston, Mass.
Service speed: 4.2 knots

Suncook (15 Jun 1869 *Spitfire*, 10 Aug 1869 *Suncook*):

Date of contract: 17 March 1863
Launched: 1 February 1865
Commissioned: 27 July 1865, Acting Master L. H. Beattie
Builder:
Hull: Globe Works, South Boston, Mass.
Machinery: Globe Works, South Boston, Mass.
Service speed: Not found

Tunxis (15 Jun 1869 *Hydra*, 10 Aug 1869 *Otsego*):

Date of contract: 9 March 1863
Launched: 4 June 1864
Commissioned: 12 July 1864, Lt. Comdr. Henry Erben
Builder:
Hull: Reaney, Son & Archbold, Chester, Pa. at their Pennsylvania Iron Works
Machinery: Reaney, Son & Archbold, Chester, Pa.
Service speed: 4 knots

Umpqua (15 Jun 1869 *Fury*, 10 Aug 1869 *Umpqua*):

Date of contract: 9 March 1863
Launched: 21 December 1865
Commissioned: Never; but completed 7 May 1866
Builder:
Hull: Snowden & Mason, Pittsburgh, Pa., at Brownsville, Pa.
Machinery: Snowden & Mason, Pittsburgh, Pa.
Service speed: No service

Wassuc (15 Jun 1869 *Stromboli*, 10 Aug 1869 *Wassuc*):

Date of contract: 2 June 1863
Launched: 25 July 1865
Commissioned: Never; but completed 28 October 1865
Builder:
Hull: George W. Lawrence & Co., Portland, Me. at the Lawrence Iron Works[22]
Machinery: George W. Lawrence & Co., Portland, Me., at the Lawrence Iron Works
Service speed: No service

Waxsaw (15 Jun 1869 *Niobe*):

Date of contract: 13 March 1863
Launched: 4 May 1865
Commissioned: Never; but completed 21 October 1865
Builder:
Hull: A. & W. Denmead & Son, Baltimore, Md.
Machinery: A. & W. Denmead & Son, Baltimore, Md.
Service speed: No service

Yazoo (15 Jun 1869 *Tartar*, 10 Aug 1869 *Yazoo*):

Date of contract: 2 March 1863
Launched: 8 May 1865
Commissioned: Never; but completed 15 December 1865
Builder:
Hull: Contract for ship awarded to Merrick & Sons, Philadelphia, Pa.; hull subcontracted to Wm. Cramp & Sons, Philadelphia, Pa.
Machinery: Merrick & Sons, Philadelphia, Pa.
Service speed: No service

Yuma (15 Jun 1869 *Tempest*, 10 Aug 1869 *Yuma*):

Date of contract: 26 March 1863
Launched: 30 May 1865
Commissioned: Never; but delivered to and accepted by U.S. Navy 6 May 1866

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[19] Donald McKay was an East Boston shipbuilder. His brother Nathaniel and George Aidus operated a boiler factory in East Boston. Interestingly enough, both firms were located on Border Street. McKay & Aldus built about one-half of the motive machinery for *Nausett* but failed to complete it for reasons as yet unknown.

[20] An attempt was made to launch *Shiloh* on 3 July 1865. However, according to the inspector, ". . . the bow not being tripped as soon as the stern hung back and threw the stern cradles off the ways. The bow then started, but the stern dragging on the ground began to lag, and the vessel finally stopped at the waters edge, with the bow slightly in advance—then by wedging up and cutting off the ends of the ways which supported the vessel she was gradually pushed down the bank by means of hydraulic jacks, and on the morning of the 14th inst. she was afloat, without the slightest injury and scarcely leaking a drop. . . ."

[21] Bestor and McCord were virtually partners, building *Etlah* and *Shiloh* under the same roof, making contracts for materials together and so forth. Consequently it does not seem entirely correct to describe them as separate individuals although this has been done for the sake of convenience. They had previously cooperated in the construction of *Ozark* with McCord building the machinery.

[22] The keel of *Wassuc* was laid down at the facilities of the Globe Works in South Boston, Mass. However, when the Navy discovered this, work was ordered to be suspended because it had been the Navy Department s intention to spread the ironclad contracts around, undoubtedly as result of political pressure, and Lawrence had been awarded the contract because he was from Portland, Maine. However, Lawrence retained the contract and began work at his own yard in Portland during October 1863, the completed beams, etc. having been shipped to Portland.

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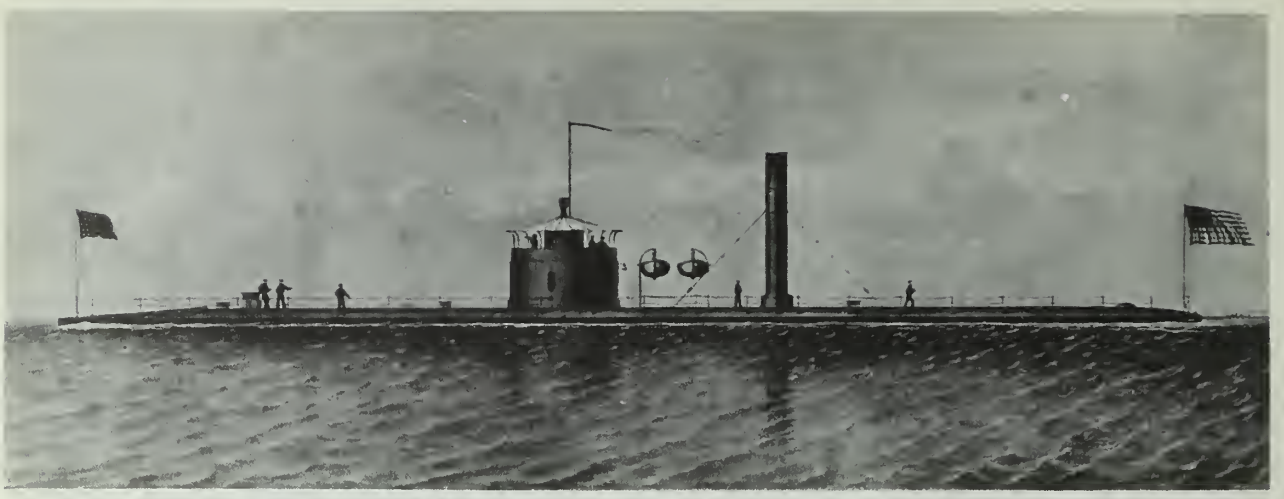


U.S. Monitor *Wassuc*, one of the fifteen *Cascos* actually completed as monitors—However, she was never commissioned as this lithograph would indicate. It can only be concluded that the lithograph was prepared in anticipation of *Wassuc*'s completion and commissioning. Also, it is interesting to note that the publishers, Endicott & Co., used the same plate for all ships of a given class, changing only the caption.

Builder:
Hull: Alex. Swift & Co., Cincinnati, Ohio at the yard of S. T. Hambleton & Co., Cincinnati, Ohio
Machinery: Subcontracted to Moore & Richardson, Cincinnati, Ohio
Service speed: No service

Kalamazoo class (4); *Kalamazoo*, *Passaconaway*, *Quinsigamond*, *Shackamaxon*

The four ships of the *Kalamazoo* class were the largest warships of any type ordered by the U.S. Navy during the Civil War (with the exception of *Dunderberg*) although specifications were drafted for a 10,000-ton casemate battleship. Intended to fight their four XV-inch guns in a seaway the *Kalamazoos* were the closest that the U.S. Navy came to including armored oceangoing "battleships" until the 1890's. Despite numerous assertions to the contrary in the American press the *Kalamazoo* and, possibly, the four ships of the *Miantonomoh* type were the only monitors that could have fought contemporary European warships on equal terms outside protected coastal areas. The contract price, for machinery only, was $580,000 for *Kalamazoo* and *Quinsigamond* and $590,000 for *Passaconaway* and *Shackamaxon*. Construction on all four ships proceeded but slowly during the Civil War and construction was suspended in the fall of 1865, never to resume. Being built with improperly seasoned timber and left exposed to the elements the ships gradually rotted and were eventually broken up on the stocks, none of the four ever having been launched.

Statistics:

Length overall: 345'
Extreme beam: 56'8"
Draft: 17'6"
Depth of hold: 18'10"
Designed speed: 10 knots
Displacement: 5,660 tons; 3,220 tons (old tonnage)
Engines: 4 horizontal, direct-acting engines (2 sets)
Horsepower: Not found
Boilers: 8 Martin
Bunker capacity: Not found
Screws: Twin screw, 15' diameter
Complement: Not found
Armament: 4 XV-inch Dahlgren smoothbores
Turret diameter: 24' inside
Armor: Turret, 15"; side, 6" [23]

Kalamazoo (15 June 1869 *Colossus*):

Date of contract: Not applicable [24]
Launched: Never; broken up on the stocks in 1884
Commissioned: Never
Builder:
Hull: New York Navy Yard, Williamsburg, N.Y.
Machinery: Delameter Iron Works, New York, N.Y.
Service speed: No service

Passaconaway (15 June 1869 *Thunderer*, 10 August 1869 *Massachusetts*):

Date of contract: Not applicable
Launched: Never; broken up on the stocks in 1884
Commissioned: Never
Builder:
Hull: Portsmouth Navy Yard, Kittery, Maine
Machinery: Delameter Iron Works, New York, N.Y.
Service speed: No service

Quinsigamond (15 June 1869 *Hercules*, 10 August 1869 *Oregon*):

Date of contract: Not applicable
Launched: Never; broken up on the stocks in 1884
Commissioned: Never
Builder:
Hull: Boston Navy Yard, Charlestown, Mass.
Machinery: Atlantic Iron Works, Boston, Mass.
Service speed: No service

Shackamaxon (15 Jun 1869 *Hecla*, 10 Aug. 1869 *Nebraska*)

Date of contract: Not applicable
Launched: Never; broken up on the stocks in 1874
Commissioned: Never
Builder:
Hull: Philadelphia Navy Yard, Philadelphia, Pa.
Machinery: Pusey, Jones & Co., Wilmington, Del.
Service speed: No service

[23] The side armor consisted of two layers of rolled 3-inch wrought iron plates. The plating for *Passaconaway* was ordered from M. K. Moorhead & Co. of Pittsburgh, Pa.
[24] Contracts for machinery, armor plating, and the turrets were let during 1863. The work allotted to civilian contractors was practically complete at the time work was suspended.

USS *Onondaga* as she appeared while serving in the French Navy under original name—She was carried on the French navy list as a coast defense ship.

Mould loft dimensions of the U.S. Iron clad, Twin Propeller "Kalamazoo" and class. Navy Yard, New York Dec.r 1863

	ft	in
Length between perpendiculars	333	6
Beam moulded	52	
Hold to lower side of deck from throat line	18	10
The base line is the upper edge of Keel, or lower side of floor timbers.		
The forward perpendicular is at the intersection of the fore side of rabbet of the stem.		
The after perpendicular is at the after side of Stern post.		
Timbers asunder from centre to centre.	2	6
Distance from frame ⊕ to forward perp.r	160	
Distance from frame ⊕ to ⊕.	12	6
Distance from ⊕ to after perpendicular	160	
Distance between perpendiculars	332	6
Distance of forward square frame C from forward perpendicular	27	6
Distance of after square frame 52 from after perpendicular	30	
The water lines are all 2 feet asunder and parallel to the base line		
The perpendicular sections are two feet asunder, and parallel to the middle line		

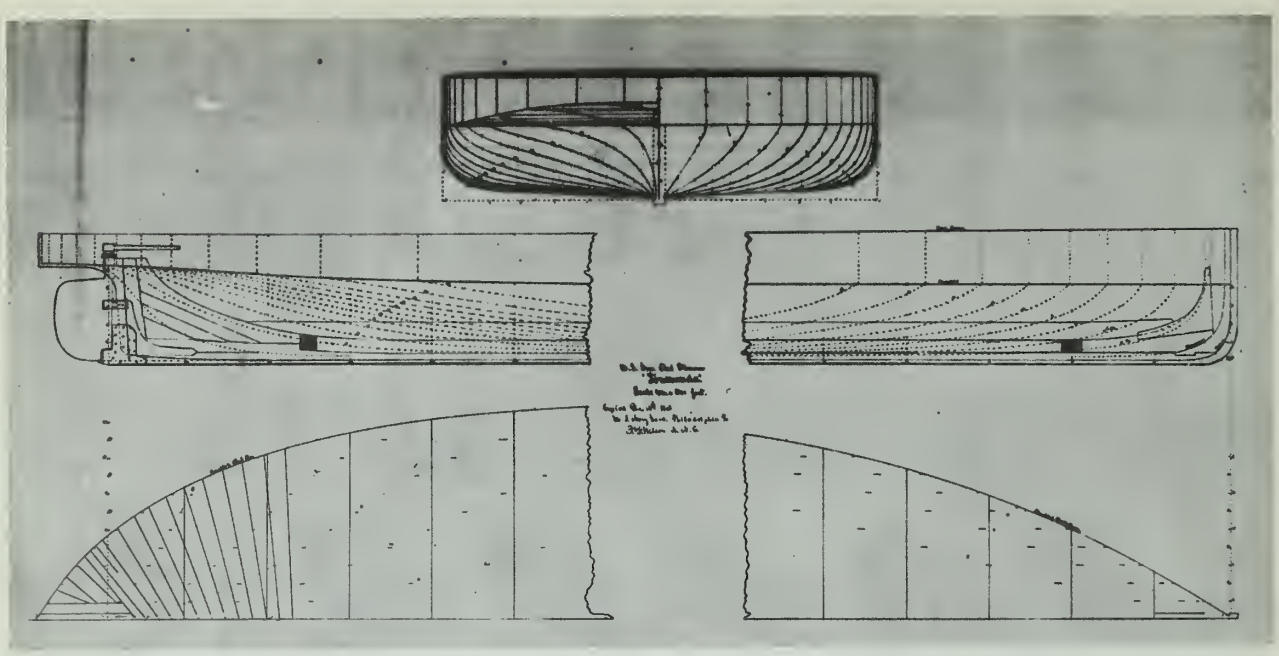
Mould loft dimensions of USS *Kalamazoo*

Measurements set off from the Forward Perpendicular

	Fore edge of Gripe	Fore edge of Stem	Rabbet of Stem	Bearding Line	Joint of Stem	Throat Line		
Lower side Plank Sheer	ft. in. Eighths. 1.3.3	0.10.0	0.0.0	0.10.6	abaft 0.8.1	2.6.2		
18 ft W.L	1.6.2	0.10.7	0.0.0	0.11.5	0.8.3	2.10.1		
16 " "	1.6.5	0.11.2	~~abaft~~ 0.1.1	1.0.3	0.8.6	3.1.7		
14 " "	1.7.1	0.11.6	0.0.0	1.1.5	0.9.2	3.7.5		
12 " "	1.7.4	1.0.0	0.0.5	1.3.7	0.10.2	4.4.2		
10 " "	1.7.0	0.11.4	0.1.7	1.8.1	1.0.2	5.5.1		
8 " "	before 1.5.0	0.9.5	0.4.7	2.3.4	1.4.1	7.0.6		
6 " "	1.0.4	0.5.1 abaft	0.10.7	3.3.7	1.11.6	9.6.5		
4 " "	~~0.4.1~~ abaft	0.3.6	1.11.0	5.2.3	3.2.3			
2 " "	0.10.7	1.7.7	4.0.0	8.10.1	5.8.4			
Base	3.8.6		10.10.6					

Measurements set off from After Perpendicular

	Fore side of Plank Sheer	Fore side Rabbet Gt. Edge	Fore side Rabbet	Bearding Line	Stem Line	Centre	2 ft from Centre	4 ft	6 ft	8 ft	10 ft	12 ft	14 ft	16 ft	18 ft
			abaft				abaft							Forward	
Plank Sheer			7.0.0	7.0.0		7.0.0	6.10.4	6.6.2	5.11.0	5.0.0	3.8.7	2.1.1	0.0.5	2.10.3	7.5.6
18 ft W.L			7.1.0	7.0.0											
16 " "			7.0.0	7.0.0											
14 " "	before 0.9.2			1.6.3	4.0.3		3.8.0	6.3.6	8.2.6	9.7.4	10.8.6	11.8.7	12.10.4	14.4.5	16.10.7
12 " "	0.11.6			2.5.7	6.3.0		6.1.6	10.0.0	12.10.1	15.0.5	16.11.6	18.9.4	20.8.3	22.11.0	25.11.0
10 " "				3.2.5	8.8.1		8.7.2	13.9.6	17.5.2	20.4.0	22.11.0	25.4.0	27.8.7	30.5.3	
8 " "				4.1.3	11.9.7		11.6.5	16.3.3	22.9.1	26.3.3					
6 " "				5.4.5	16.1.7										
4 " "				7.6.3	23.1.0										
2 " "				12.4.5											
Base	14.0														



Body plan of U.S. Monitor *Tonawanda*

U.S. Torpedo Boat *Casco*, name ship of the light draft *Casco* class of monitors, shown on the James River near Dutch Gap during March–April 1865.

RIVER MONITORS

Neosho class (2) ; *Neosho, Osage*

Neosho and *Osage* were the first river monitors designed by James B. Eads of St. Louis, Mo. Noted for their shadow draft, the single-turreted *Neoshos* were also unusual in that they were the only monitors to be propelled by stern wheels. The "turtleback" which was to become the hallmark of Eads' designs first appeared in these ships. Contracts for the two ships of the *Neosho* class were let in mid-1862 and, launched within a month of each other in early 1863, *Neosho* and *Osage* commissioned on 13 May 1863 and 10 July 1863 respectively. Rear Admiral Porter, while commanding the Mississippi Squadron, noted that the *Neoshos*, ". . . do very well for light work, but are not at all suitable for rough weather or heavy service. . . ." Nevertheless, the class was successful from the aspect of riverine warfare. The actual cost of each ship was approximately $200,000.

Statistics:

Length overall: 180'[25]
Extreme beam: 45'
Draft: 4'6" (full load)
Depth of hold: 9'
Designed speed: Not found
Displacement: Not found; 523 tons (old tonnage)
Engines: 2 (probably noncondensing horizontal engines of the type found in the *Winnebago* class)
Horsepower: 400
Boilers: 4 (probably horizontal tubular)
Bunker capacity: 50 tons coal
Screws: Stern wheel; diameter 19', width 17'
Complement: 100
Armament: 2 XI-inch Dahlgren smoothbores
Turret diameter: 20' inside
Armor: Turret, 6"; side, 2½"

Neosho (15 June 1869 *Vixen*, 10 August 1869 *Osceola*):

Date of contract: 21 May 1862
Launched: 18 February 1863
Commissioned: 13 May 1863, Comdr. J. C. Febiger
Builder:
Hull: James B. Eads at his Union Iron Works, Carondelet, Mo.
Machinery: Probably subcontracted to the Fulton Iron Works, St. Louis, Mo.
Service speed: 7.5 mph.

Osage:

Date of contract: 21 May 1862
Launched: 13 January 1863
Commissioned: 10 July 1863, Acting Volunteer Lt. Joseph P. Couthouy
Builder:
Hull: James B. Eads at his Union Iron Works, Carondelet. Mo.
Machinery: Probably subcontracted to the Fulton Iron Works, St. Louis, Mo.
Service speed: 7.5 mph.

Ozark class (1) ; *Ozark*

A single-turreted river monitor, *Ozark*, like the never commissioned *Marietta* and *Sandusky*, carried a substantial deckhouse aft (built along traditional Mississippi steamboat lines) which provided additional quarters for the crew. In addition to her two XI-inch guns mounted in the turret, *Ozark* carried one X-inch and three IX-inch pivot guns which had to be fought in the open, a virtual impossibility in a war where the river banks were thickly populated by Confederate sharpshooters. Like her eastern counterparts, but unlike *Neosho* and *Osage*, *Ozark* carried an armored pilothouse atop her turret. Begun in 1862, *Ozark* was launched 18 February 1863 and was then towed to St. Louis for installation of her turret and machinery, arriving there 27 February. She did not commission until 18 February 1864. The actual cost of *Ozark* was about $215,000.

Statistics:

Length overall: 180'
Extreme beam: 50'
Draft: 5'
Depth of hold: 7'4"
Designed speed: 9 mph. in still water
Displacement: Not found; 578 tons (old tonnage)
Engines: 4 (type not found)
Housepower: Not found
Boilers: 6 boilers (probably horizontal tubular)
Bunker capacity: 100 tons coal
Screws: Quadruple screws, 7' diameter
Complement: 120
Armament: 2 XV-inch Dahlgren smoothbores; 1 X-inch, 3 IX-inch Dahlgren smoothbores mounted in early summer 1864
Turret diameter: 20' inside diameter
Armor: Turret, 6"; side, 2½"

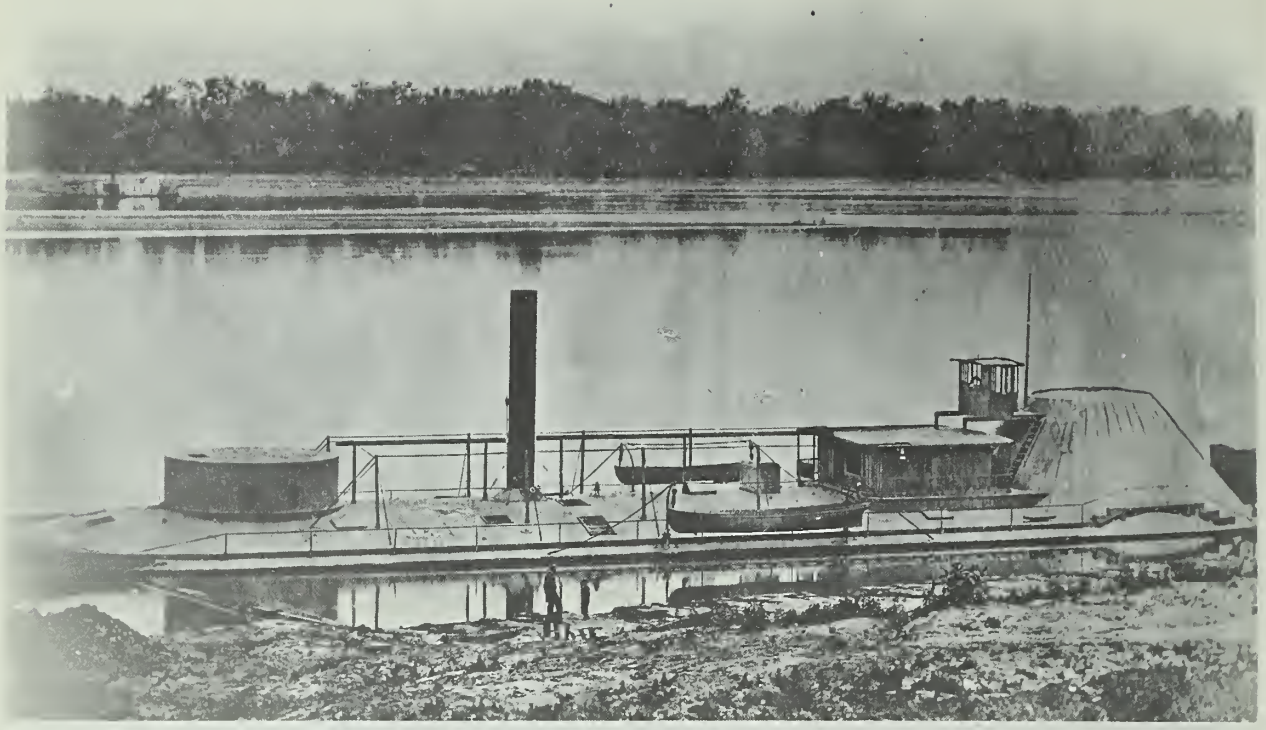
Ozark:

Date of contract: 14 May 1862
Launched: 18 February 1863
Commissioned: 18 February 1864, Acting Volunteer Lt. George W. Brown
Builder:
Hull: Contract for ship awarded to George C. Bestor, Peoria, Ill.; hull subcontracted to Hambleton, Collier & Co. at their Mound City Marine Ways, Mound City, Ill.
Machinery: Charles W. McCord at his Franklin Foundry, St. Louis, Mo.
Service speed: 2½ knots

Marietta class (2) ; *Marietta, Sandusky*

Although *Marietta* and *Sandusky* were laid down during the summer of 1862 neither was completed until late 1865, too late to be of service in the Civil War. The reports of the hull and machinery inspectors often mentioned that more men could or should be employed. Letters were sent to the contractors stressing the need for haste, and Commander Hull himself made several visits to Pittsburgh, but nothing seemed to substantially alter the continued slow pace of construction. Although the *Mariettas* were designed by the contractors, numerous changes were incorporated during construction at the insistence of Navy inspectors. Since neither plans nor representations of the vessels as completed are extant it is impossible to be sure what they actually looked like. It is probable, however, that they had a deckhouse aft and a single turret forward like *Ozark* in this respect. If the original drawings were followed *Marietta* and *Sandusky* had the towering twin smokestacks associated with Mississippi River steamboats,

[25] The written specifications for the *Neosho* class, found in RG45, National Archives, called for a ship 165' x 45' x 8'. However, it was not uncommon for design changes to be made after the specifications were drawn up and in this case, the 180' length overall figure is given strong support by a reliable newspaper account in the *Missouri Democrat* of 14 January 1863.



Photograph of U.S. Monitor *Osage*, probably taken shortly after completion—The armored casing of the sternwheel is conspicuous, as is the "turtleback", characteristic of an Eads design.

USS *Osage* shown on the Red River during the 1864 expedition in support of General Banks—Additional deck structures erected since the previous photograph can be seen. Thomas O. Selfridge, Jr., who commanded USS *Osage* at this time, spoke in his memoirs of using a periscope mounted on the turret to direct fire of the battery.

and a low pyramidal pilot house mounted on the main deck, somewhat similar in concept to that placed on the original *Monitor*. However, there are indications that the pilothouse was eventually placed on top of the turret as in the other later types of monitors. The contract price for each ship was $188,000.

Statistics:

Length overall: 170'[26]
Extreme beam: 50'
Draft: 5'
Depth of hold: 6' 6"
Designed speed: 9 mph. in still water
Displacement: Not found; 479 tons (old tonnage)
Engines: 2 (western steamboat type)
Horsepower: not found
Boilers: 4 (probably horizontal tubular)
Bunker capacity: 144 tons coal
Screws: Quadruple screw, 6'6" diameter; triple rudders
Complement: 100
Armament: 2 XI-inch Dahlgren smoothbores
Turret diameter: 20' inside
Armor: Turret, 6"; side, 1¼"

Marietta (15 June 1869, *Circe;* 10 August 1869, *Marietta*):

Date of contract: 16 May 1862
Launched: Probably between 1 and 6 December 1864
Commissioned: Never; but completed 16 December 1865 and accepted by the U.S. Navy 25 April 1866
Builder:
Hull: Joseph Tomlinson, Andrew Hartupee, and Samuel Morrow[27]
Machinery: Joseph Tomlinson, Andrew Hartupee, and Samuel Morrow
Service speed: No service

Sandusky (15 June 1869, *Minerva;* 10 August 1869, *Sandusky*):

Date of contract: 16 May 1862
Launched: Between 13 and 17 January 1865
Commissioned: Never; but completed 26 December 1865 and accepted by the U.S. Navy 25 April 1866
Builder:
Hull: Joseph Tomlinson, Andrew Hartupee, and Samuel Morrow
Machinery: Joseph Tomlinson, Andrew Hartupee, and Samuel Morrow
Service speed: No service

Milwaukee class (4); *Chickasaw, Kickapoo, Milwaukee, Winnebago*

The *Milwaukees*, designed primarily for river warfare, spent most of their commissioned service during the Civil War serving with the West Gulf Blockading Squadron.[28] Admiral Farragut who had *Chickasaw* and *Winnebago* under his command at the Battle of Mobile Bay noted that ". . . no vessels in his fleet performed more efficient service." The double-turreted quadruple screw *Milwaukees* were perhaps the most sophisticated successful monitors of the Civil War. Designed by James B. Eads, the ships had the "turtleback" deck characteristics of an Eads' design. Perhaps the greatest single improvement over other classes of monitors was the mounting of an Eads turret forward on each ship of the class.[29] Eads had prepared the drawings for *Osage* and *Neosho* but Secretary of the Navy Welles was unwilling to replace the proven Ericsson design without previous testing. The *Winnebago* also had an armored conning tower which doubled to some extent as a fire control center.

Statistics:

Length overall: 229'
Extreme beam: 56'
Draft: 6'
Depth of hold: 8'6"
Designed speed: 9 knots
Displacement: 1,300 tons; 970 tons (old tonnage)
Engines: 4 noncondensing horizontal engines
Horsepower: Not found
Boilers: 7 horizontal tubular
Bunker capacity: 150 tons coal (approx.)[30]
Screws: Quadruple screw, 7'6" diameter; triple rudders
Complement: 120 (approx.)
Armament: 4 XI-inch Dahlgren smoothbores
Turret diameter: Double-turreted, 21' inside
Armor: Turret, 8"; side, 3"[31]

Chickasaw (15 June 1869 *Samson*, 10 August 1869 *Chickasaw*):

Date of contract: 26 May 1862
Launched: 10 February 1864
Commissioned: 14 May 1864, Acting Master James Fitzpatrick
Builder:
Hull: Contract for ship awarded to Thomas Gaylord of Gaylord, Son & Co., Cincinnati, Ohio; hull built at the Union Iron Works, Carondelet, Mo.[32]

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[26] An armored shield projecting from the stern and designed to protect the propellers and rudders from a chance hit added an additional 7 feet to the length overall.

[27] Contrary to some accounts these three men were not all business partners. Hartupee and Morrow did business as Hartupee & Co. Pittsburgh business directories for the Civil War period indicate that Tomlinson and Hartupee & Co. had entirely different places of business. Thus, the contract could best be characterized as a joint effort by two businesses.

[28] The steam log of *Kickapoo* contains a peevish comment written during the ship's passage from the mouth of the Mississippi to Mobile Bay. After reporting on the satisfactory state of the engineering plant the author added that the ship had no compass, no barometer, no log line, and no instruments for determining latitude or longitude. Apparently neither *Kickapoo's* builder nor the Navy foresaw that she would be needed for service in the Gulf of Mexico.

[29] The *Scientific American* of 28 November 1863 described the Eads turret on *Winnebago* in the following terms: "She has two turrets, one Ericsson and the other Eads' patent. The latter turret differs from Ericsson's, among other things, in having a portion of the shell entered down to, and the whole weight of the turret resting on spheres at the bottom of the vessel. The guns are placed on a huge platform, loaded in the hold, and raised in the turret by steam power. They are also run out by steam; the recoil is received on steam cylinders, and the whole apparatus, guns and all, is operated by one man (an engineer). . . ."

[30] On 17 November 1864 *Chickasaw's* bunkers contained 148 tons of coal and after coaling on 29 March 1865, 156 tons. *Kickapoo's* maximum coal load was 156 tons, after coaling on 15 February 1865.

[31] The side armor of the *Winnebago* was unique in that it was made up of heavy 3-inch thick iron plates. The armor on most other monitors was laminated, being build up on 1-inch thick plates to the desired thickness. This was not done because laminated armor was superior (on the contrary, it was decidedly inferior) but because until relatively late in the Civil War there were very few rolling mills which could roll plate thicker than 1 inch.

[32] The Union Iron Works, at which *Neosho* and *Osage* were also built, was situated several miles below the center of St. Louis, on the Mississippi River. Eads described the process of establishing the yard in a letter dated 19 June 1862 to Naval Constructor John Lenthall, Chief of the Bureau of Construction and Repair:

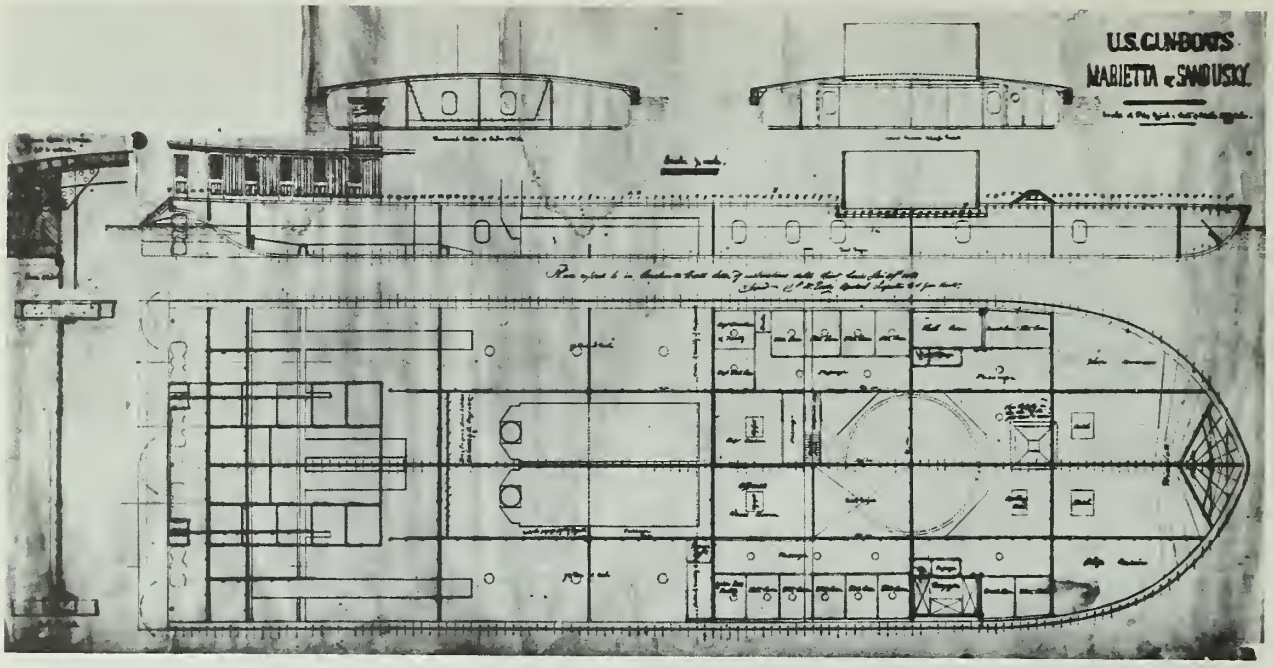
"The construction of iron boats being quite a novel thing with us I am necessarily delayed at the start in making preparation to do the work well and quickly. I have erected a large machine shop (200 x 60 ft.) expressly for the purpose and are [*sic*] erecting 4 large ship houses under which to build the boats. I believe they will be the first boats ever built in the West under shelter. One house will be about 340 ft. by 64 ft. It is nearly finished and the others are underway."

The *Missouri Democrat* of 26 January 1863 reported that work was going on day and night, at night under gaslight, and on 6 April 1863 remarked that as early as November 1862 Eads had between 500 and 600 men employed at the Union Iron Works. Commander Joseph B. Hull, USN, then superintending construction of gunboats for the Mississippi Squadron, wrote on 6 July 1864 to Secretary of the Navy, Gideon Welles and Chief Engineer James W. King describing the yard:

Saint Louis, Mo., July 6th 1864

"Sir, In obedience to your order of the [5]th inst received this day by telegram we have examined the Union Iron Works of James B. Eads, situated at Carondelet, 7 miles below this city and have to report as follows. The lot enclosed by plank fences

Footnote continued on page 785.



Plans initially submitted to the Navy by the contractors for U.S. Monitors *Marietta* and *Sandusky*—The ships were not completed until nearly 2 years after these plans were probably drawn and, accordingly, it is not possible to be sure that there were not major design changes prior to their acceptance by the Navy in 1866.

U.S. Monitor *Ozark* while part of the Mississippi Squadron in 1864—The deckhouse and exposed pivot guns may be seen clearly. USS *Ozark*'s pilothouse resembles that which was placed on the main deck of the *Milwaukee* class. The pilothouse on most monitors was approximately 6 feet high but that on USS *Ozark* appears to be about 12 feet in height.

Machinery: Probably built at the Fulton Iron Works, St. Louis, Mo.[33]
Service speed: 9 plus knots on trial

Kickapoo (15 June 1869 *Cyclops*, 10 August 1869 *Kewaydin*):
Date of contract: 27 May 1862
Launched: 12 March 1864
Commissioned: 8 July 1864, Acting Volunteer Lt. D. C. Woods
Builder:
Hull: Contract for ship awarded to G. B. Allen and Oliver B. Filley doing business as G. B. Allen & Co., St. Louis, Mo.; hull built at the Union Iron Works, Carondelet, Mo.
Machinery: Probably built at the Fulton Iron Works, St. Louis, Mo.
Service speed: 9 knots

Milwaukee:
Date of contract: 27 May 1862
Launched: 4 February 1864
Commissioned: 27 August 1864, Acting Volunteer Lt. James W. Magune
Builder:
Hull: Contract for ship awarded to James B. Eads, St. Louis, Mo.; hull built at the Union Iron Works, Carondelet, Mo.
Machinery: Probably built at the Fulton Iron Works, St. Louis, Mo.
Service speed: 9 knots

Winnebago (15 June 1869 *Tornado*, 10 August 1869 *Winnebago*):
Date of contract: 27 May 1862
Launched: 4 July 1863
Commissioned: 27 April 1864, Acting Master A. S. Megathlin
Builder:
Hull: Contract for ship awarded to James B. Eads, St. Louis, Mo.; hull built at the Union Iron Works, Carondelet, Mo.
Machinery: Probably built at the Fulton Iron Works, St. Louis, Mo.
Service speed: 9 knots

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is about 600 feet front on the river by 400 feet on the street. Through this street the Iron Mountain Rail Road passes having a side track into the Yard. There is also an adjoining lot on the north side not enclosed. Within the enclosure there are four Shiphouses built in pairs. One Machine and Smithery building. Two Storehouses. Two houses in which turrets were erected. One small Saw mill for light work. Two ranges of Coal & Iron sheds. One small building for generating gas and one Office and Drawing room. The Ship houses are about the following general dimensions

"Viz:
No. 1—300 feet long by 60 feet wide
No. 2—225 feet long by 60 feet wide
No. 3—230 feet long by 60 feet wide
No. 4—225 feet long by 60 feet wide

"They are of the ordinary [frame] wood construction lighted from the roofs sides. In two of them the launching ways are complete, and in the other two they are laid only from the river to the high water mark. In all however the foundations are laid. The Machine and Smithery building is also temporary frame wood and [is] one story high, lighted from the roof. It is about 300 feet long by 85 feet wide and contains machinery and forges etc. as follows. Viz: 22 small forges. Two ordinary heating furnaces. One small [trip] hammer and all the necessary blacksmiths. tools and appliances. 5 Lathes from smallest up to medium 5 Planing Machines from smallest up to 24 feet bed.

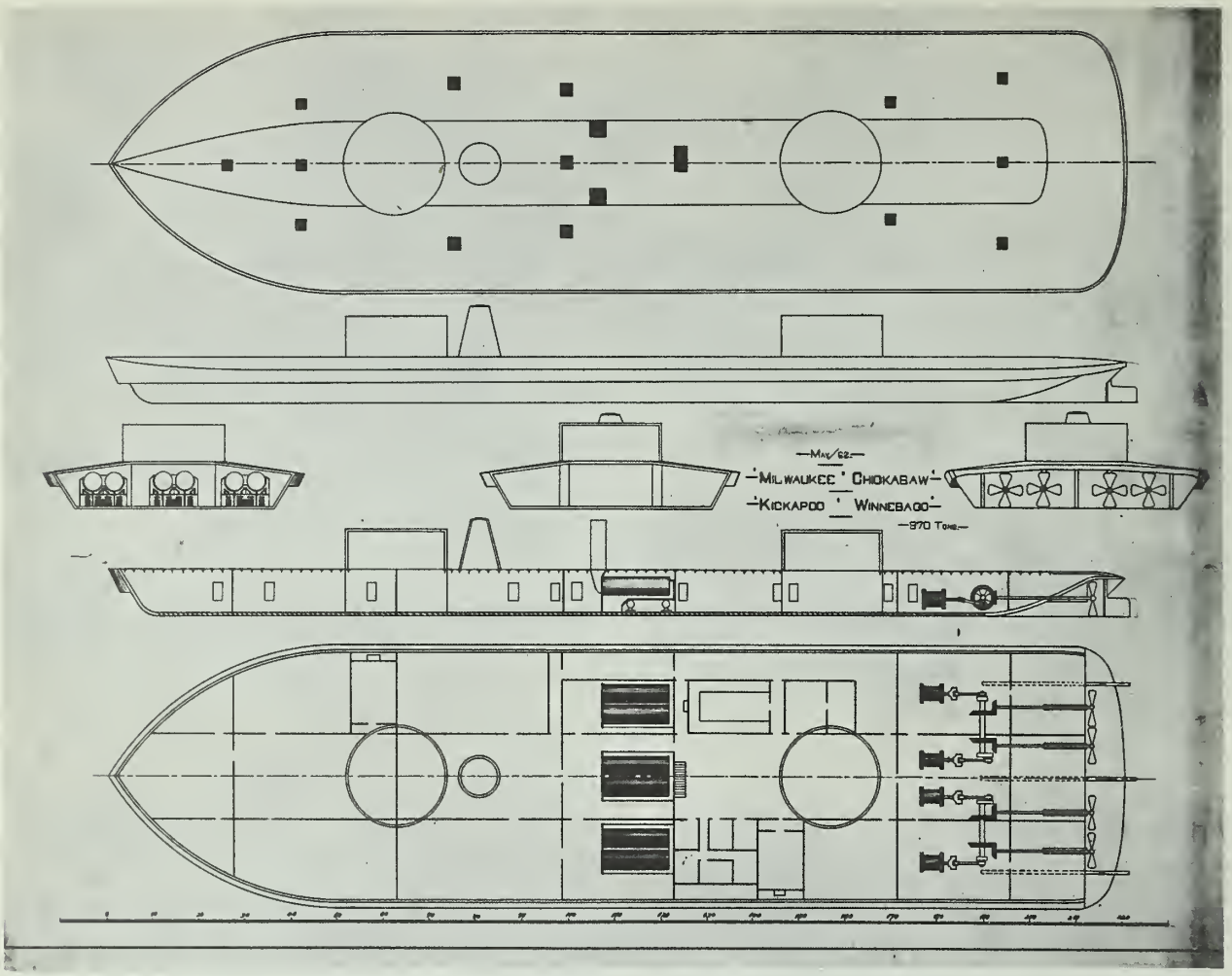
8 Drilling Machines, assorted sizes
7 Punching Machines, assorted sizes
3 Shearing Machines, assorted sizes
2 Bolt Cutting Machines
1 Gas Pipe Machine
1 Slotting Machine
1 Large armor plate planing machine
1 Large Facing Lathe
1 Large Set Rolls 10 feet long by 16 inches diameter
1 Set Rolls small size

"Also all the attachments . . .
"There is no foundry for making casting of either Iron or Brass attached to the establishment. With this exception the facilities are sufficient for repairing any vessels or machinery of the Mississippi Squadron or building Iron or Wood vessels for the Rivers. It is proper to state that there are several Foundries in the City and a Dry Dock near the Works. As regards the value of the Works for rent per annum we can only base our opinion on a comparison with similar Works under Case and have to state that in as much as the buildings will require some repairs and both buildings and Machinery require to be kept in order we think $7,500 00/100 per annum a fair valuation.

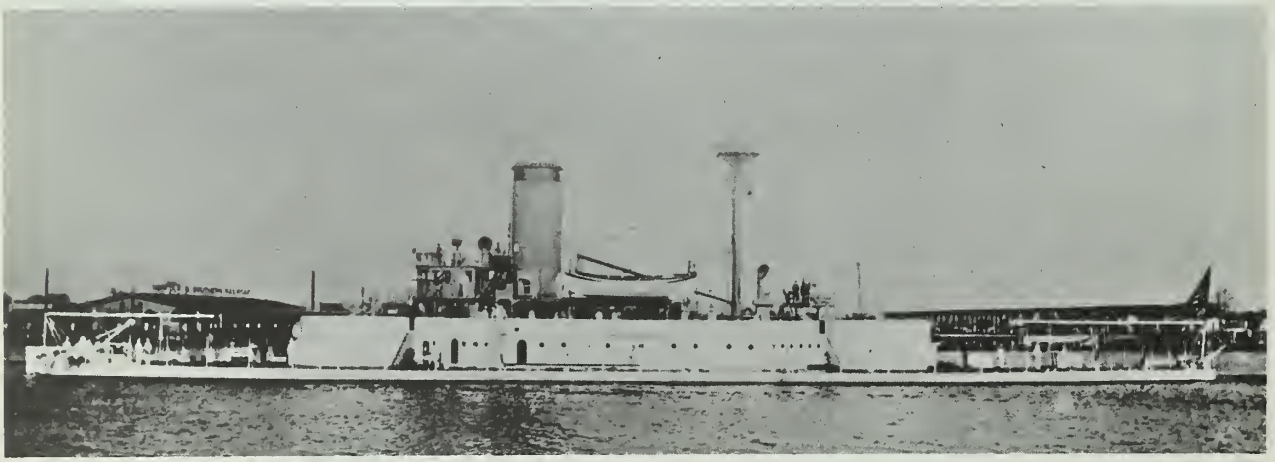
Respectfully Your Obdt Servt, J. B. HULL
Commander USN
G. W. KING
Chf. Engr. USN

"Hon GIDEON WELLES
Secty. of the Navy"

[33] Gerard B. Allen, who with Oliver B. Filley operated the Fulton Iron Works, was the Allen of Allen & Co. which contracted for *Kickapoo*. The close business relationships among Eads, Gaylord, Filley, and Allen which were obvious during the construction of the *City* class gunboats during the fall and winter of 1861–62 apparently culminated in this "sharing of the pie" of the *Winnebago* class contracts.



This drawing of the *Milwaukee* class was submitted to the Navy Department by James B. Eads as part of a proposal for warship construction. The ships generally followed the drawing as completed. However, one boiler was added to the middle pair and the pilothouse aft of the forward turret, designed by Eads as a truncated cone, was substantially altered.



USS *Puritan*

"NEW NAVY" MONITORS

Puritan class (1) ; *Puritan*

The never finished *Puritan* of the Civil War underwent the same kind of rebuilding as the four *Miantonomohs*. Although her original plans called for a single turret carrying 4 XX-inch Dahlgren smoothbores, the revised design of the "repaired" ship called for two turrets. It is important to realize that all of the "repaired" ships were actually completely modern ships of war bearing only a vague resemblance of the first ships of the name. All five of these ships had the superstructures, military mast, and tall stack which also identified the monitors built between 1889 and 1903.

Statistics (as commissioned, 1896) : [34]

Length overall: 296'3"
Extreme beam: 60'1½" (measured on load water line)
Draft: 18' (mean)
Designed speed: Not found
Displacement: 6,060 tons
Engines: 2 horizontal compound engines
Horsepower: 3,700 indicated horsepower
Boilers: 8 single-ended cylindrical
Bunker capacity: 410 tons coal
Screws: Twin screw, diameter not found
Complement: 200 (approx.)
Armament: 4 12-inch breech loading rifles and assorted 4-inch and 6-pdrs.
Armor: Turret, 8"; side, 14"

Puritan (BM–1)

Date of contract: Not applicable
Launched: 6 December 1882
Commissioned: 10 December 1896, Captain J. R. Bartlett
Builder: John Roach & Son, Chester, Pa., and New York Navy Yard, Brooklyn, N.Y.
Service speed: 12.40 knots on trials

Amphitrite class (4) ; *Amphitrite, Miantonomoh, Monadnock, Terror*

The Civil War monitors of the *Miantonomoh* class, although regarded as the best of this type of warship by American naval officers, deteriorated rapidly after the war. The wood armor backing and other timbers in the ships' hulls suffered from dry rot and within the first ten years after the war their combat value had become almost nil. Accordingly, in 1874–75 Secretary of the Navy George Robeson decided to carry out extensive "repairs" on the ships. The repairs were so extensive involving the construction of new iron hulls as to result in entirely new ships. However, since the funds for new construction had not been appropriated by the Congress, Robeson maintained the fiction that the ships were actually still the Civil War monitors and so the names never dropped from the Navy List. A national scandal resulted when this and the fact that Robeson had been paying for the new ships with old came to light. But, Robeson's actions marked the beginnings of the movement to reestablish the United States as a strong naval power.

The *Amphitrites* were begun in private yards and completed in naval shipyards, construction having been suspended for a time and progress slow throughout. *Monadnock* was one of the only two monitors to cross the Pacific, doing so in 1898.

Statistics (as commissioned, 1891–96) : [35]

Length overall: 262'9"; *Miantonomoh, Terror*, 263'1"; *Monadnock*, 262'3"
Extreme beam: 55'10"; *Terror*, 55'6"; *Monadnock*, 55'5"; *Amphitrite, Miantonomoh*, 55'4" (all measured on load water line)
Draft: 14'6" (mean) ; *Terror*, 14'8"
Depth of hold: 17'
Designed speed: 12 knots; *Monadnock*, 14.5 knots
Displacement: 3,990 tons
Engines: 2 horizontal compound engines; *Monadnock*, 2 horizontal triple-expansion engines
Horsepower: 1,600 indicated horsepower; *Monadnock*, 3,000 indicated horsepower
Boilers: *Amphitrite*, 4 Babcock & Wilcox; *Miantonomoh, Terror*, 6 single-ended cylindrical; *Monadnock*, 4 single-ended cylindrical
Bunker capacity: 270 tons coal (approx.) ; *Monadnock*, 386 tons coal [36]
Screws: Twin screw, 12' diameter
Complement: 150 (approx.)
Armament: 4 10-inch breech loading rifles and assorted 4-inch and 6-pdrs.
Armor: *Amphitrite*, turret, 7⅛"; side, 9" [37]
Miantonomoh, turret, 11½"; side, 7"
Monadnock, turret, 7½"; side, 9"
Terror, turret, 11½"; side, 7"

Amphitrite (BM–2) :

Date of contract: Not applicable
Launched: 7 June 1883
Commissioned: 23 April 1895, Captain W. C. Wise
Builder: Harlan & Hollingsworth, Wilmington, Del. and Norfolk Navy Yard, Portsmouth, Va.
Service speed: 10.50 knots on trials

Miantonomoh (BM–5) :

Date of contract: Not applicable
Launched: 5 December 1876
Commissioned: 27 October 1891, Captain Montgomery Sicard [38]
Builder: John Roach & Son, Chester, Pa. and New York Navy Yard, Brooklyn, N.Y.
Service speed: 10.50 knots on trails

Monadnock (BM–3) :

Date of contract: Not applicable
Launched: 19 September 1883
Commissioned: 20 February 1896, Captain G. W. Sumner

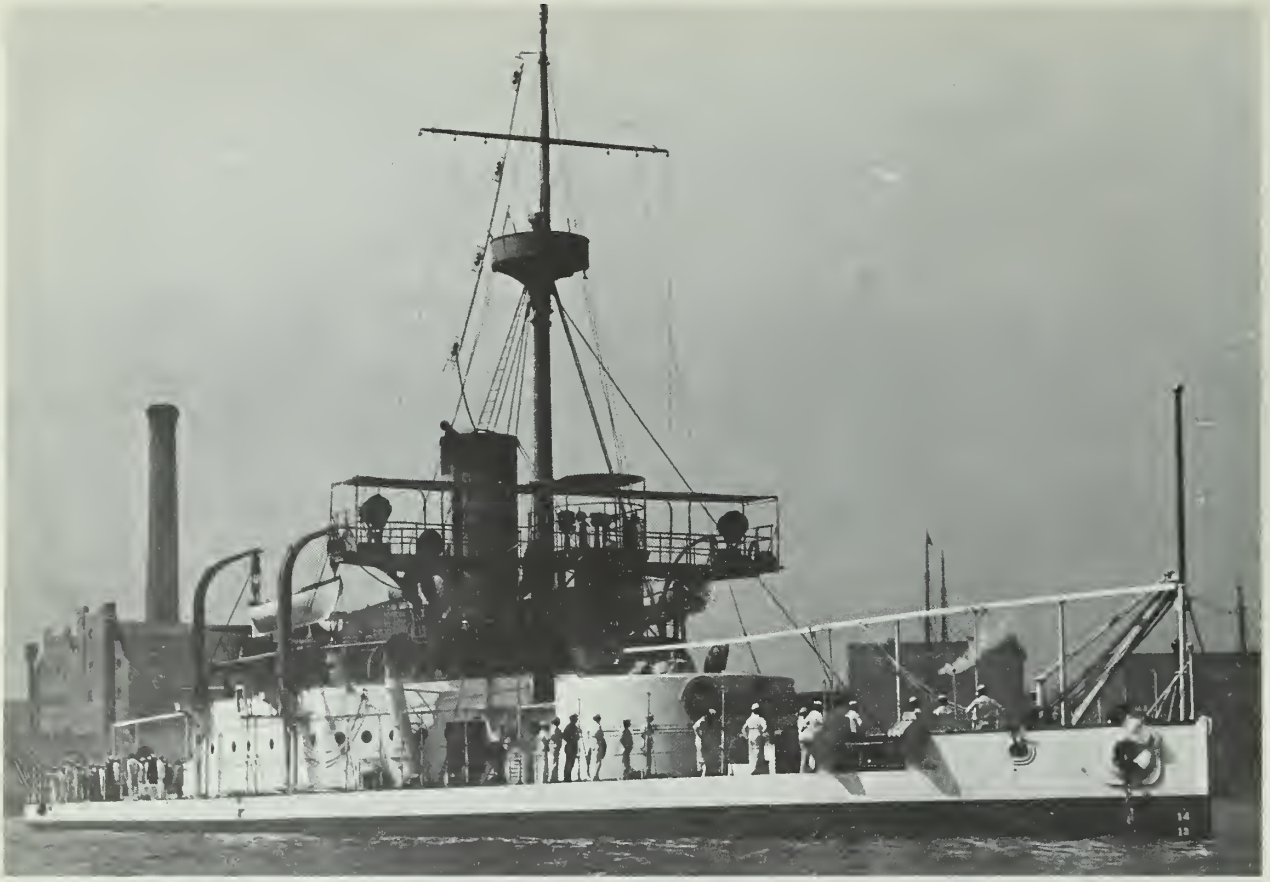
[34] For statistics on *Puritan* as originally designed and laid down in 1862, see Coastal Monitors, *Puritan* class, p. 763 ; for a further note on her reconstruction, see p. 754.

[35] For statistics on the monitors bearing these names as originally commissioned in 1864–65, see Coastal Monitors, *Miantonomoh* class, p. 768 ; for a further note on their reconstruction, see p. 754.

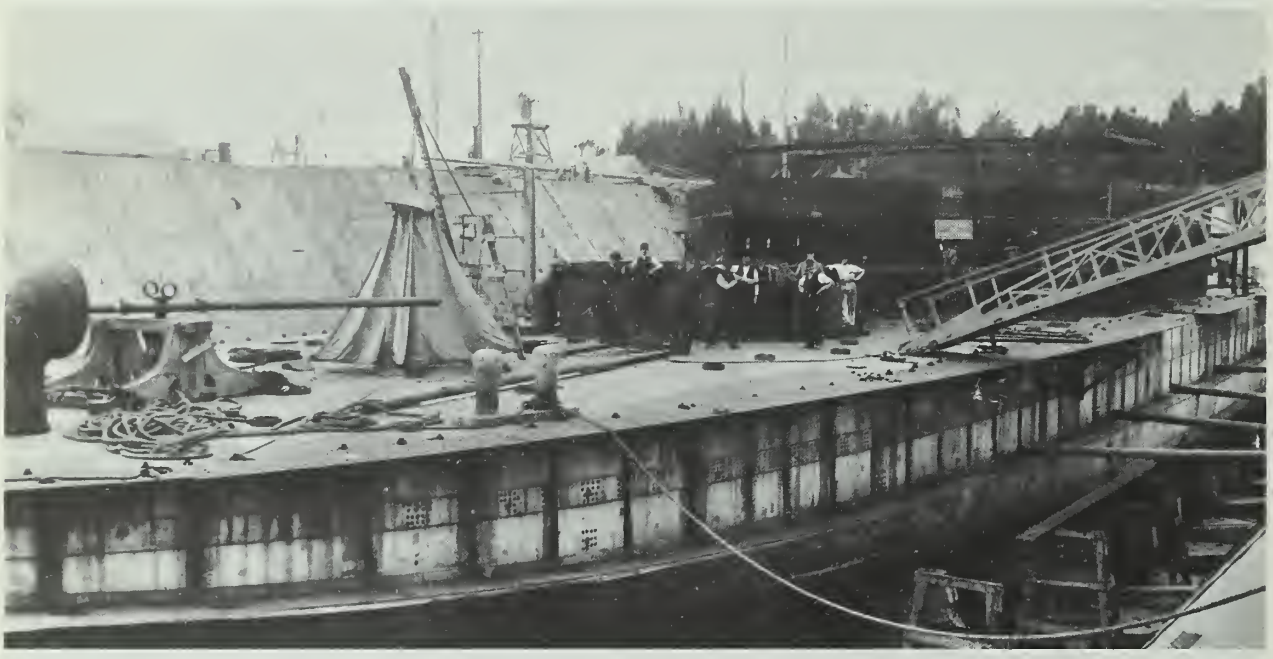
[36] The ships normally carried 250 tons of coal when operating.

[37] The side armor described here was actually what is now known as a "belt". The thickness given here and in other post Civil War monitors is taken at the water line.

[38] *Miantonomoh* was in commission briefly during 1882 and 1883, during which time she went from Philadelphia to Washington, and, later, to New York where the final phases of her reconstruction were completed. During this period she carried no main armament.



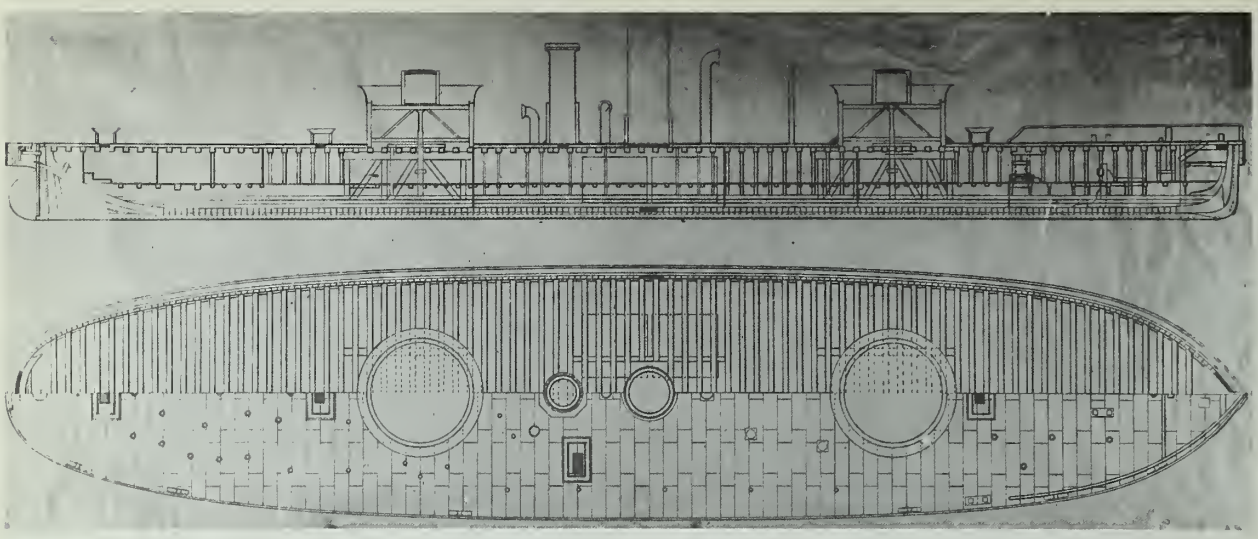
USS *Amphitrite* underway off the Boston Navy Yard, 27 August 1901



USS *Monadnock* under construction in 1892—The indented area running the length of the hull provided the support for the wood backing of the armor belt.

USS *Amphitrite* under construction at the Norfolk Navy Yard—The wood backing for the armor has been set in place but the belt is not yet installed. The tall military mast which was typical of the "New Navy" monitors has already been set in place.

USS *Monadnock* enroute from San Francisco to Manila in 1898—Note the amount of water being taken over the main deck of the "new" monitor in a relatively slight sea.



Plan of U.S. Monitor *Monadnock*.

Builder: Phineas Burgess at the Continental Iron Works, Vallejo, Calif., and Mare Island Navy Yard, San Francisco, Calif.
Service speed: 11.63 knots on trials

Terror (BM–4):

Date of contract: Not applicable
Launched: 24 March 1883
Commissioned: 15 April 1896, Captain P.F. Harrington
Builder: Wm. Cramp & Sons, Philadelphia, Pa., and New York Navy Yard, Brooklyn, N.Y.
Service speed: 10.50 knots on trials

Monterey class (1); *Monterey*

The double-turreted *Monterey* was the first monitor to be laid down for the new steel Navy of the 1880's. Built in San Francisco for service on the Pacific Station she represented an effort to strengthen the force of armored ships in the Pacific. In 1887, when *Monterey* was authorized, *Monadnock*, then rebuilding, was the only potentially effective American armored vessel in the Pacific although *Camanche* was still available. One of the design features of the Civil War *Casco* class which added to their displacement problems reappeared in *Monterey* although in a much more refined and successful form. This feature was the provision of large water-ballast tanks which enabled her freeboard to be decreased by flooding prior to action. The actual cost of *Monterey* was $2,065,779.30.

Monterey and *Monadnock* were the only two monitors to cross the Pacific. Both ships were sent to the Philippines to strengthen Dewey's fleet. However, they did not arrive until August of 1898, too late to participate in the Battle of Manila Bay.

Statistics:

Length overall: 260′11″
Extreme beam: 59′½″ (measured on load water line)
Draft: 14′10″ (mean)
Designed speed: Not found
Displacement: 4,084 tons
Engines: 2 vertical triple-expansion engines
Horsepower: 5,250 indicated horsepower
Boilers: 4 Babcock & Wilcox
Bunker capacity: 230 tons coal
Screws: Twin screw, 10′2″ diameter
Complement: 190 (approx.)
Armament: 2 12-inch and 2 10-inch breech loading rifles and assorted 6-pdrs.
Armor: Turret, 8″; side, 13″

Monterey (BM–6):

Date of contract: 14 June 1889
Launched: 28 April 1891
Commissioned: 13 February 1893, Captain Louis Kemp
Builder: Union Iron Works, San Francisco, Calif.
Service speed: 13.60 knots on trial

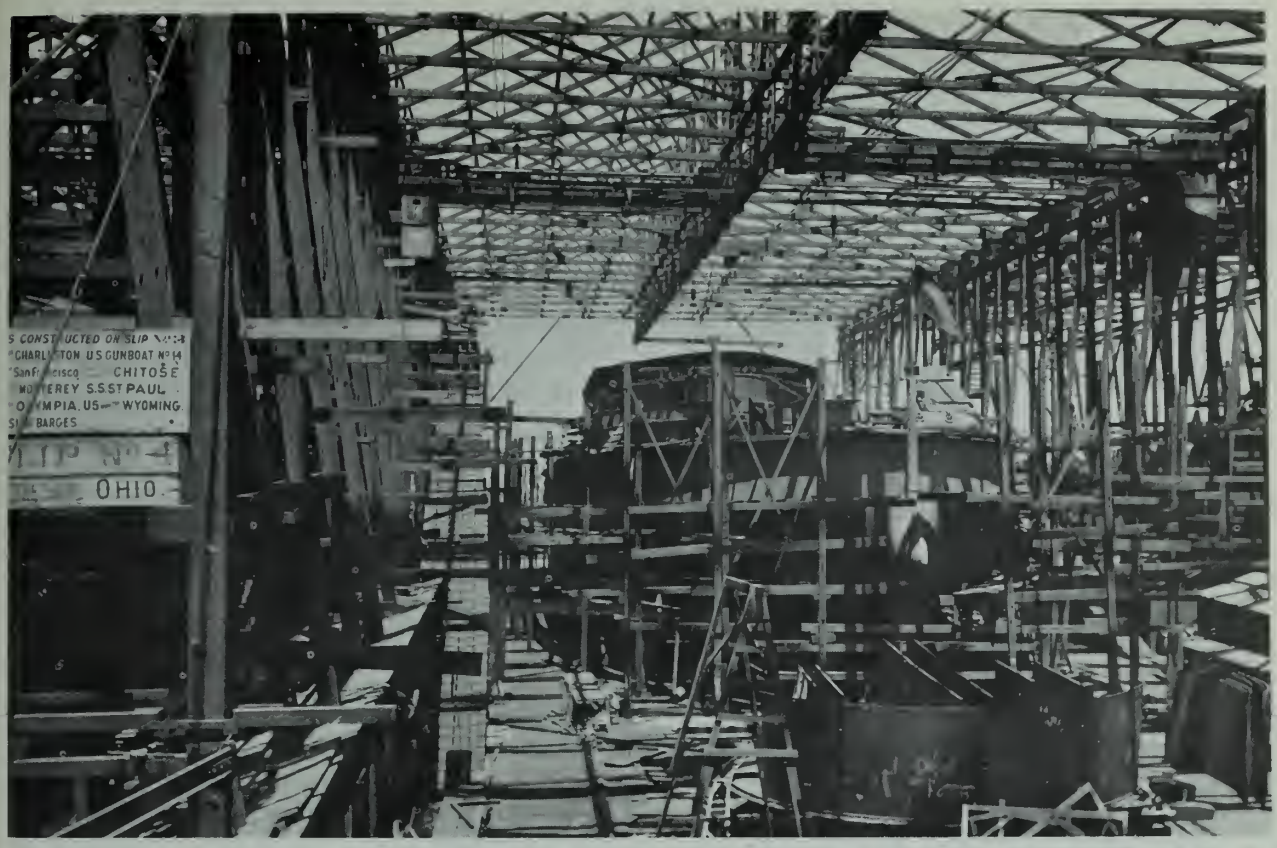
Arkansas class (4); *Arkansas*, *Connecticut*, *Florida*, *Wyoming*

The *Arkansas* class was the last group of monitors to be constructed for the U.S. Navy although the navies of Great Britain and Italy built and used monitors for shore bombardment during World War I and the former used them during World War II as well. Single turreted monitors, they mounted the most modern heavy guns in the U.S. Navy at the time they were built, 12 inch 40 calibre weapons. The *Arkansas* class did not see any combat during World War I and instead served as submarine tenders. Alexander C. Brown, writing in the Society of Naval Architects and Marine Engineers *Historical Transactions* noted in a penetrating comment that:

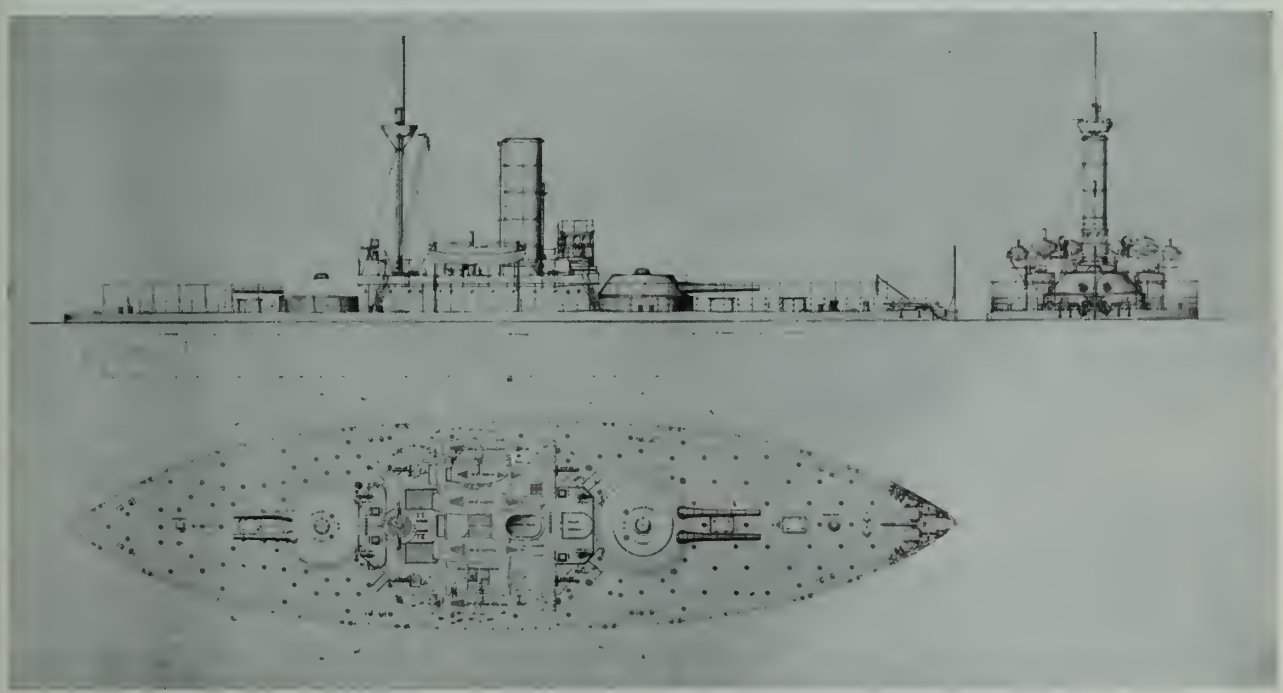
> Monitors found their final employment as submarine tenders in World War I for which their low freeboard hulls made them well suited. It is significant to note, however, that in this humble capacity they were ministering to the needs of that type of craft which had logically replaced them for as initially envisaged monitors were designed to combine heavy striking power with concealment and the presentation of a negligible target area . . .

Statistics:

Length overall: 255′1″
Extreme beam: 50′ (measured on load water line)
Draft: 12′6″ (mean)
Designed speed: 12.50 knots
Displacement: 3,225 tons
Engines: 2 vertical triple-expansion engines
Horsepower: 2,400 indicated horsepower
Boilers: 4; *Arkansas*, Thornycroft; *Connecticut*, Niclausse; *Florida*, Mosher; *Wyoming*, Babcock & Wilcox
Bunker capacity: 350 tons coal (approx.); *Wyoming*, 129 tons coal
Screws: Twin screw, 16′ diameter (approx.)
Complement: 220 (approx.)



USS *Wyoming* on the building ways at the Union Iron Works, San Francisco, Calif.—The photograph was taken 30 June 1900.



Outboard profile of USS *Monterey*

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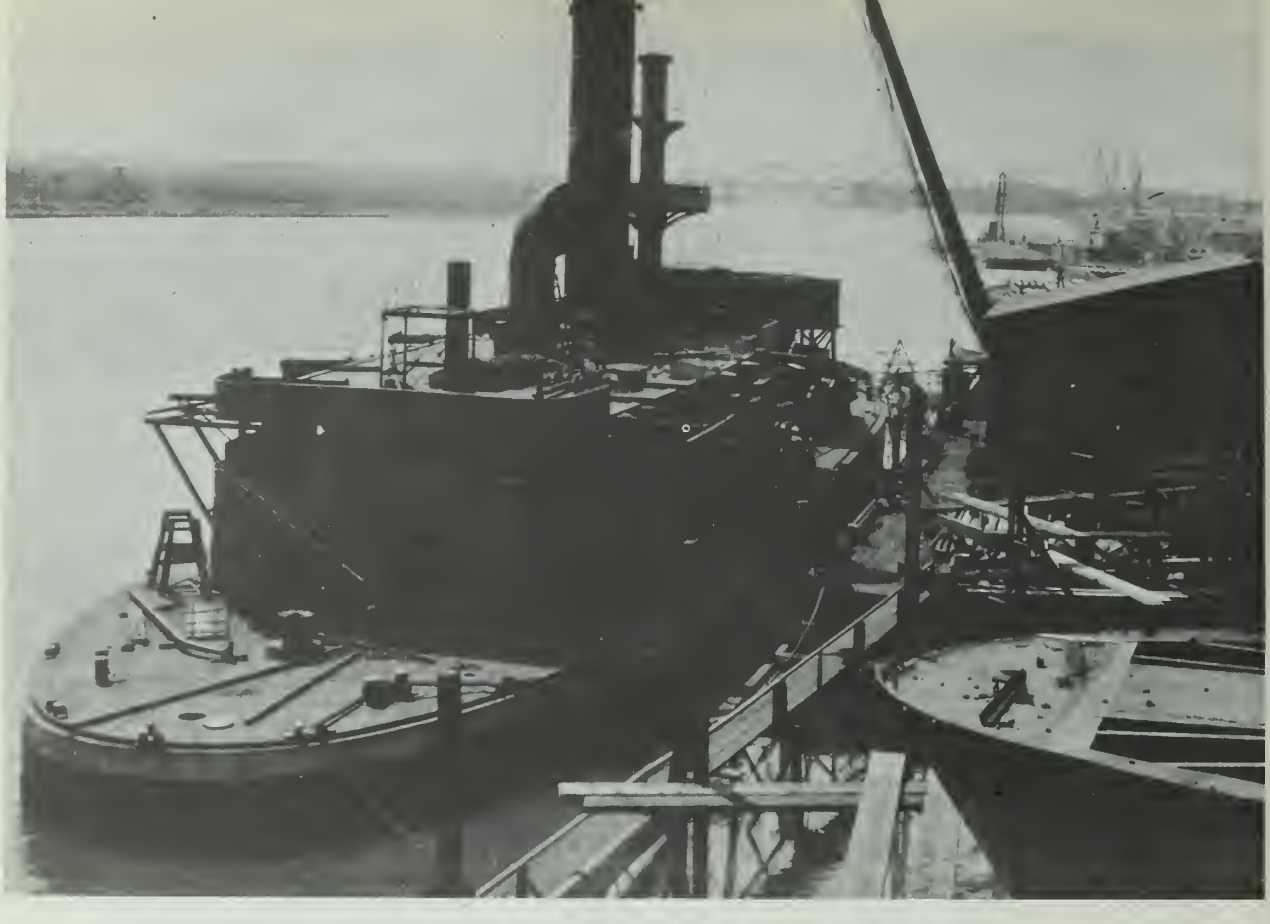
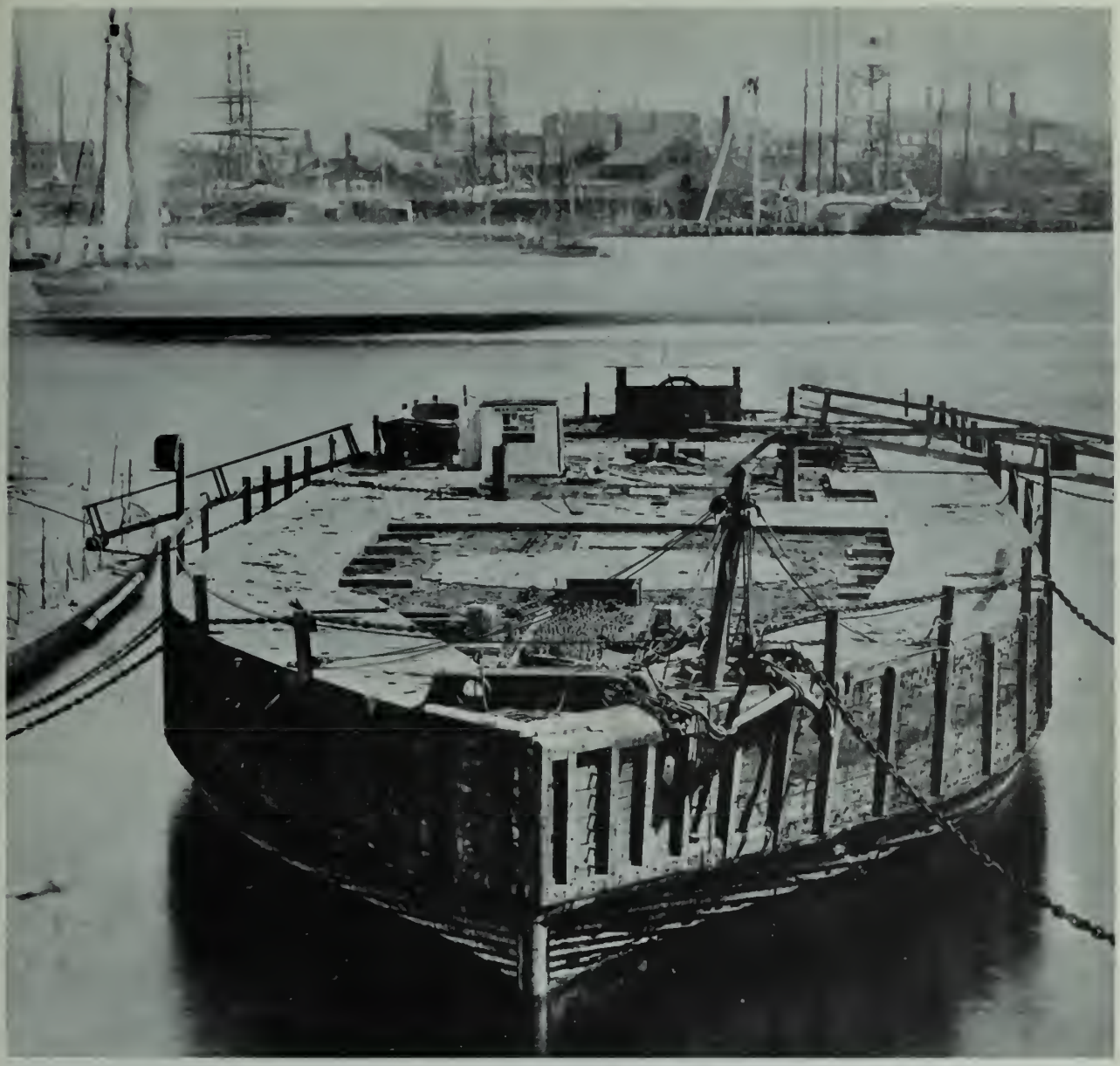


USS *Florida* being outfitted at the Crescent Shipyard of Lewis Nixon, Elizabethport, N.J.—The photograph was taken sometime in 1901–02. Another characteristic of the "New Navy" monitors was the towering stack.

Launch of USS *Arkansas* at Newport News Shipbuilding and Drydock Co., Newport News, Va., 10 November 1900.



U.S. Monitor *Miantonomoh* lying at Boston in 1874—Her armor, turrets and other fittings have been removed and she is in reality only a hulk. At the same time construction of the second monitor to be named USS *Miantonomoh* was beginning.

Armament: 2 12-inch breech loading rifles and assorted 4-inch and 6-pdrs.
Armor: Turret, 10''; side, 8''

Arkansas (2 March 1909 *Ozark* (BM–7)):
Date of contract: 11 October 1898
Launched: 10 November 1900
Commissioned: 28 October 1902, Comdr. C. E. Vreeland
Builder: Newport News Shipbuilding & Drydock Co., Newport News, Va.
Service speed: 12.03 knots on trials

Connecticut (January 1901 *Nevada*, 2 March 1909 *Tonopah* (BM–8)):
Date of contract: 19 October 1898
Launched: 24 November 1900
Commissioned: 5 March 1903, Comdr. T. B. Howard
Builder: Bath Iron Works, Bath, Maine
Service speed: 13.04 knots on trials

Florida (20 June 1908 *Tallahassee* (BM–9)):
Date of contract: 11 October 1898
Launched: 30 November 1901
Commissioned: 18 June 1903, Comdr. J. C. Fremont
Builder: Lewis Nixon at the Crescent Shipyard, Elizabethport, N.J.
Service speed: 12.40 knots on trials

Wyoming (1 January 1909 *Cheyenne* (BM–10)):
Date of contract: 5 October 1898
Launched: 8 September 1900
Commissioned: 8 December 1902, Comdr. V. L. Cottman
Builder: Union Iron Works, San Francisco, Calif.
Service speed: 11.80 knots on trials

USS *Arkansas* fitting out at the Newport News Shipbuilding and Drydock Co., 1 July 1902—Her armament is completely installed and the ship is only four months away from commissioning. The ship in the aft background is the battleship USS *Missouri*.

Although the last monitor was stricken from the Navy List before World War II, the type nevertheless played a role in the career of the Navy's greatest wartime leader. USS *Tonopah* served periodically as Lt. Chester W. Nimitz's (later Fleet Admiral Nimitz) flagship when he was Commander, Atlantic Submarine Flotilla, from 20 May 1912 to 30 March 1913.

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U.S. Monitor *Saugus* on the James River during the Civil War—The booms and netting protruding from the bow of *Saugus* are a so-called "torpedo rake", designed to sweep Confederate mines from the path of the ship.

Appendix III

CIVIL WAR NAVAL ORDNANCE

Our work in Naval History consistently benefits from the assistance of students of history who, as a consuming hobby, have become experts in the field of their interest. Their hobbies differ widely but one characteristic unifies them—yearning to find the truth and willingness to share it with others.

From this reservoir of knowledgeable scholars we are privileged to present in this volume the following study of Civil War Naval Ordnance by Eugene B. Canfield. The latest of the special Civil War studies we are making more widely available, it appropriately ornaments this third volume of our important fighting ship series.

Mr. Canfield joined General Electric at Pittsfield in 1946 and has made important contributions to fire control system development for shipboard use including the monumental Polaris program. He has also provided key design data in the three axis shipboard tracking antenna and the Atlas radio guidance system used to place the Gemini and Mercury astronauts into orbit. A graduate of Syracuse University, Mr. Canfield has patents or patents pending on Directrol Gearless Power Drive and several control devices. He has authored a recent book and articles in electromechanical controls and ordnance fields. In "spare" time he has become expert on the 18th and 19th centuries' ordnance and owns an outstanding library on the subject. A registered professional engineer in both New York and Massachusetts, Mr. Canfield lives in Pittsfield, Mass., with his wife and three children.

All those interested in the Civil War, in ordnance, in ships, will welcome this excellent study on Naval Ordnance of the Civil War period that this talented writer has so well expressed and illustrated.

E.M.E.

CIVIL WAR NAVAL ORDNANCE

by

Eugene B. Canfield

On January 8, 1847 a relatively unknown lieutenant in his late thirties reported to the Washington Navy Yard for ordnance duty. So slightly was he regarded that the officer in charge received him coldly and put him off for 2 weeks. Yet, soon he and his commanding officer were steadfast friends, and such was his ability that when he was placed in command of the South Atlantic Blockading Squadron in June 1863, he had invented a system of boat howtizers, contributed to the development of the naval lock, created the shell guns and a lesser known series of rifles, designed a 15-inch smoothbore for monitor armament, and even originated a .69 caliber rifled musket.[1] The Lieutenant, of course, was John Adolphus Dahlgren and it is to him more than to any other individual that the Navy owed the proficiency of its Civil War ordnance.

Aside from the guns developed specifically for the monitor turrets, three basic categories were used:

(*a*) Boat guns or howitzers;
(*b*) Broadside guns; and
(*c*) Pivot guns.

The general types of guns were shell guns, shot guns, rifles and howitzers. In addition, at least in the Confederate Navy, a few Carronades[2] remained from a bygone era.

Although Dahlgren attended to the design of rifled guns as early as 1856, they were not given the same emphasis as in the army, possibly because of the different conditions and problems met afloat. In any case, most of the rifled guns were the designs of Robert P. Parrott, although Dahlgren rifles as well as those of Sawyer and James saw service. In the Confederacy, many Brooke rifles were used.

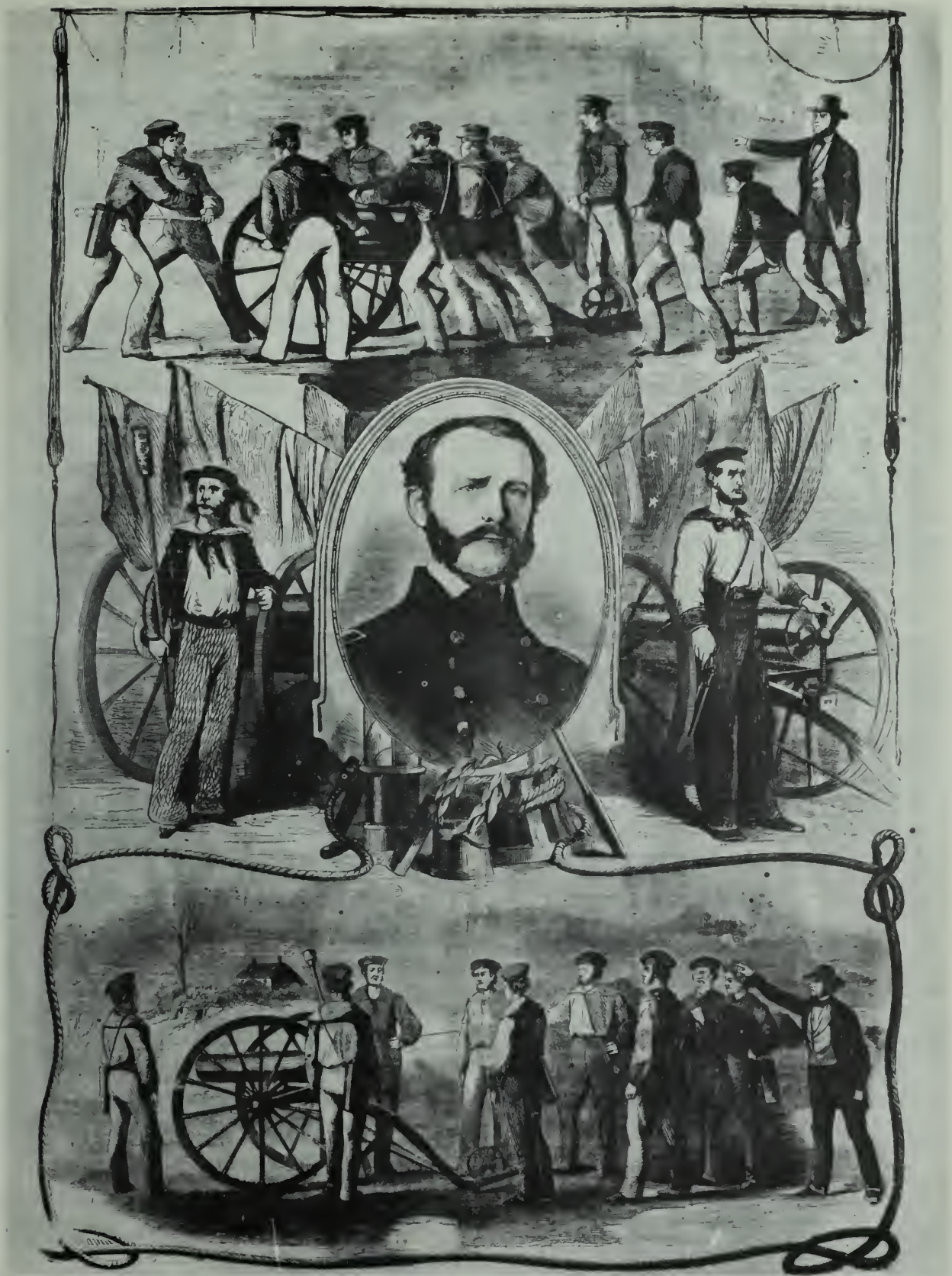
While generalizations can be made concerning Civil War ordnance, variation and experimentation was the rule. Small, or even significant differences may be found between two pieces of the same type. In addition, many old or obsolete pieces, especially in the Confederacy, were rifled, banded or otherwise modified by a variety of methods so that they no longer represented a standard class of ordnance. Method of updating also could vary depending upon the foundry and the sophistication of its techniques, the time, and the individuals in charge.

Shell Guns

Although Dahlgren's work on boat guns preceded the shell gun designs, his system of shell guns represents the effort for which he is most famous. However, his shell guns were not the first shell guns to arm U.S. ships, 8-inch guns of 63 and 55 cwt. having been established in 1845. Subsequently, a 10-inch shell gun of 86 cwt. also was brought into service. These guns generally followed the form of the *canon-obusier* developed for the French Navy by General Henri Joseph Paixhans. Paixhans initial effort commenced about 1821 and by 1841 the first tube had been cast. Dahlgren wrote, "Paixhans had so far satisfied naval men of the power of shell guns as to obtain their admission on shipboard; but by unduly developing the explosive element, he had sacrificed accuracy and range. . . . The difference between the system of Paixhans and my own was simply that Paixhans guns were strictly shell guns, and were not designed for shot, nor for great penetration or accuracy at long ranges. They were, therefore, auxiliary to, or as-

[1] Known as the Plymouth musket, it was a development from the French *Carabine a Tige.* Ten thousand were in service in 1864.

[2] Carronades are short iron guns having relatively little weight for their caliber. They have no trunnions and are fastened to their carriage by a loop underneath in a fashion similar to the Dahlgren boat guns. Carronades were first brought into British service in 1779, the 68-, 42-, 32-, and 24-pounders still being listed as retained ordnance after 1870. The Carronade, named after the Carron Works in Scotland, is somewhat obscure in origin, some crediting it to General Robert Melville and others to Charles Gascoigne, manager of the company. In any case, the guns were at first called Gasconades and one may conjecture the possibility of a play upon words, for gasconade, derived from the French Gascons, means a boast or vaunt of something very improbable. CS Ram *Manassas* was armed with a single 24- or 32-pounder Carronade.



Commander Dahlgren and the Dahlgren gun. From *Harper's Weekly*, 20 April 1861 (p. 244)

sociates of, the shot-guns. This made a mixed armament, was objectionable as such, and never was adopted to any extent in France. . . ."

"My idea was, to have a gun that should generally throw shells far and accurately, with the capacity to fire solid shot when needed. Also to compose the whole battery *entirely* of such guns."

The first draft of the 9-inch shell gun was completed January 8, 1850. Commodore Warrington, Chief of Bureau of Ordnance and Hydrography, approved the building of an experimental model on January 10 and an order was placed on the West Point Foundry. Weight of the gun was about 9,080 pounds and the cast iron was to have a density (specific gravity) not less than 7.230 and tensile strength of at least 33,000 pounds per square inch. This original gun, as can be seen from the figure, had a slightly different form from the later designs and had only a single vent.

On May 21, 1850, the gun was landed at the Navy Yard. Practice with the gun was quite successful and encouraged both Dahlgren and Commodore Warrington. Meanwhile, in May of 1850, Dahlgren refined the 9-inch gun, developing the curvature of the reinforce and adding two vents. Although subsequent designs show minor changes including the use of a single central vent [3] in place of the two side vents, this appears to be the design used during the Civil War.

Design for the 11-inch shell gun was submitted March 24, 1851. By April 30, Commodore Warrington had approved the building of a model by Cyrus Alger of the South Boston Foundry. It appears this first gun was used experimentally for several years and finally burst at the 1959th round July 18, 1855. In addition to shells, the gun had fired 655 solid shot.

In some respects, the trial 9-inch gun built in 1857 was even more remarkable. After firing 1,500 rounds of standard 72-pound shell with 10 pounds of powder charge, the gun was successively loaded with shot until 10 shot with a total weight of 903 pounds was reached. With 20 pounds of charge, the overloaded tube finally burst. The 10 shot had filled the bore to within 7¾ inches of the muzzle.

[3] Upon the death of Commodore Warrington, October 12, 1851, Commodore Charles Morris was placed in command of the Bureau of Ordnance and Hydrography. Apparently Morris insisted on a single central vent and "would not permit me to have my own vent in my own model of IX-inch and X-inch." After Morris' death in 1856, one of Dahlgren's first acts was "to restore the side vents to all his guns."

In 1854, Congress authorized the Secretary of the Navy to build six first-class steam frigates. These six were the famous *Merrimack* class [4] and Dahlgren's new shell guns were to constitute the armament, the 9-inch being adopted for the gun decks. However, the Bureau refused to adopt the 11-inch pivot insisting instead upon a lighter 10-inch pivot. Because *Niagara* was to carry 11-inch, however, a few 11-inch were included in the initial production order as follows:

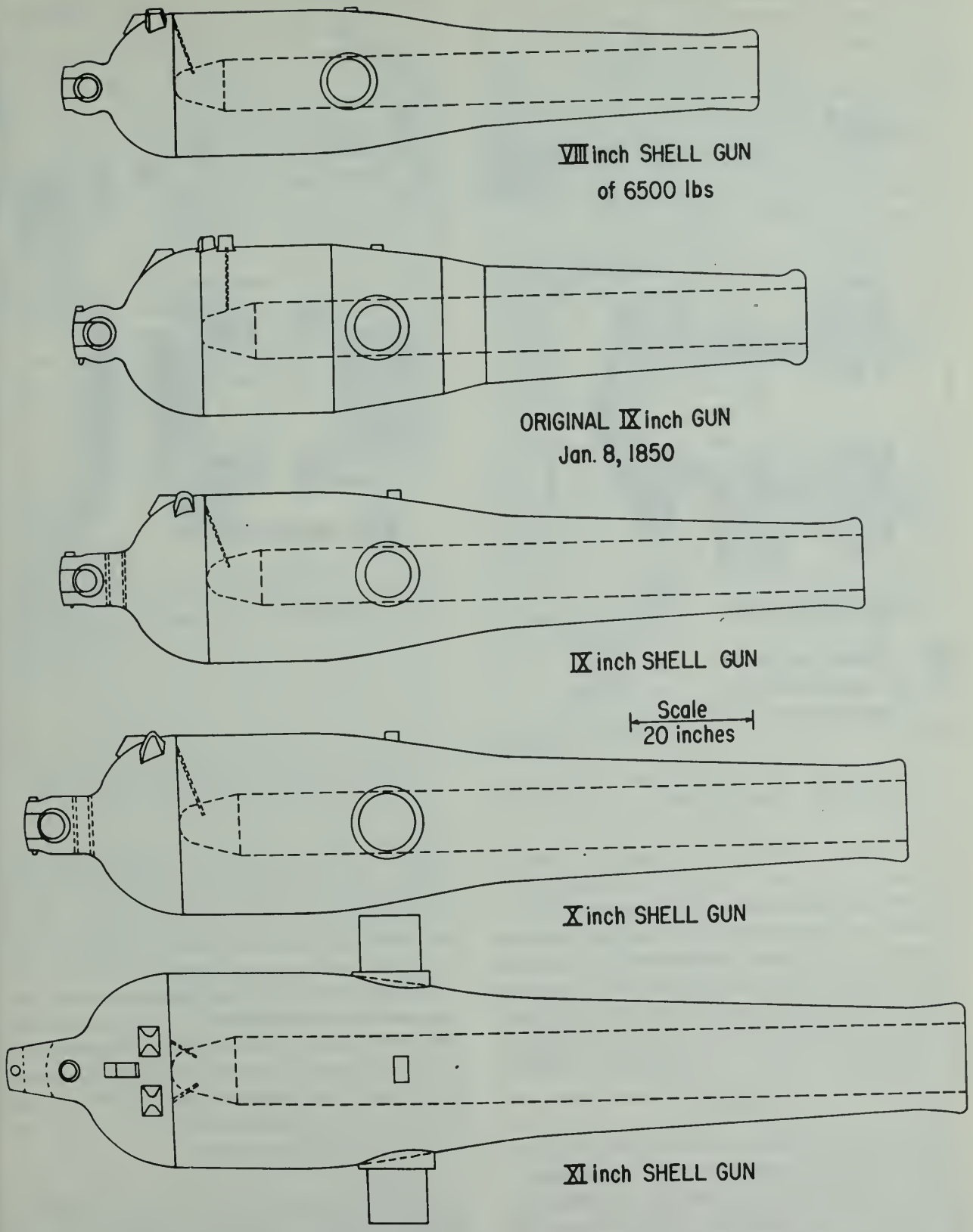
	9-inch	*10-inch*	*11-inch*
Alger & Co., Boston	28	7	7
Parrott, Cold Spring	28	7	7
Knap & Wade, Pittsburg	50	------	-------
Anderson, Richmond	50	------	-------
	156	14	14

Dispute concerning the ability to handle heavy guns aboard ship continued. Finally, in 1857, in order to convince his critics, Dahlgren obtained *Plymouth*, sloop-of-war, as a "gunnery practice ship." He then replaced the original armament with four 9-inch shell guns, one 11-inch shell pivot gun, two 24-pdr. and one 12-pdr. howitzer, all of Dahlgren design. Also, the 9-inch broadside guns were mounted on the two-wheel Marsilly carriage rather than the four-wheel common carriage. *Plymouth*'s 6-month cruise was completely successful, and the Secretary of the Navy concluded in his 1857 Annual Report that, "The result of the operations of *Plymouth* seem to dispel all remaining doubt whether the heavy cannon which she carried would be manageable, and not only to justify the previous adoption of such ordnance in the steam frigates recently built, but also to render it expedient to extend this plan of armament." Firing of the 72½-pound shell from the 9-inch gun could be accomplished once every 40 seconds by an experienced crew.

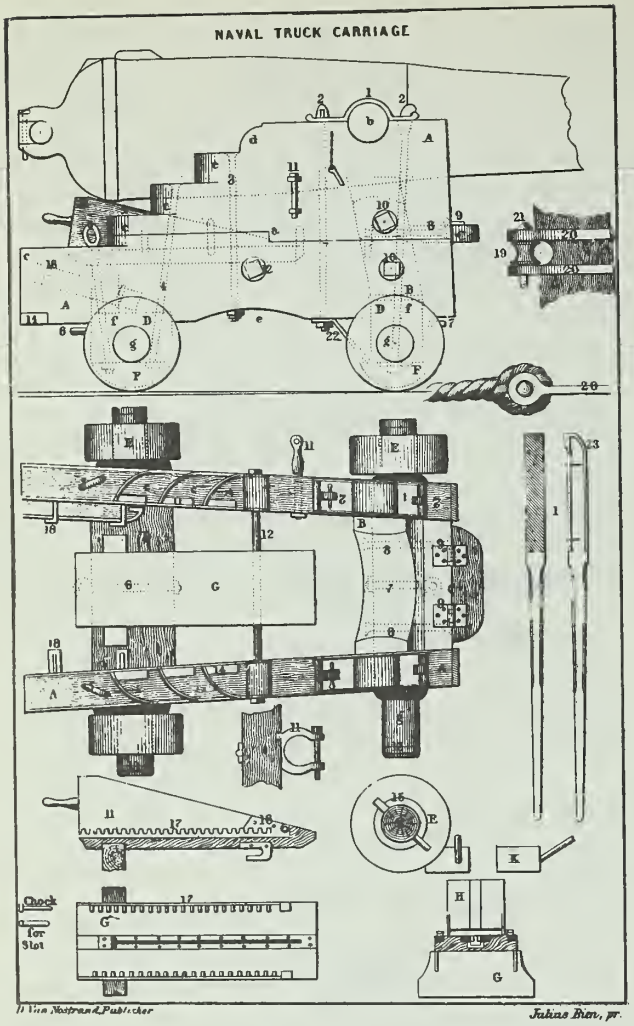
Vents in all naval guns were 0.2 inch in diameter. Because the vent became enlarged or worn more quickly than other parts of the piece, two were arranged in the Dahlgren shell guns. One was filled with zinc, the other being used until it became sufficiently enlarged to endanger the safety of the piece. It was then filled with zinc and the first one opened. Other times the right vent only was bored, the left vent being unbored or partially bored.

Normally, the 10- and 11-inch guns were used in pivot and the 9-inch in broadside, but there were a

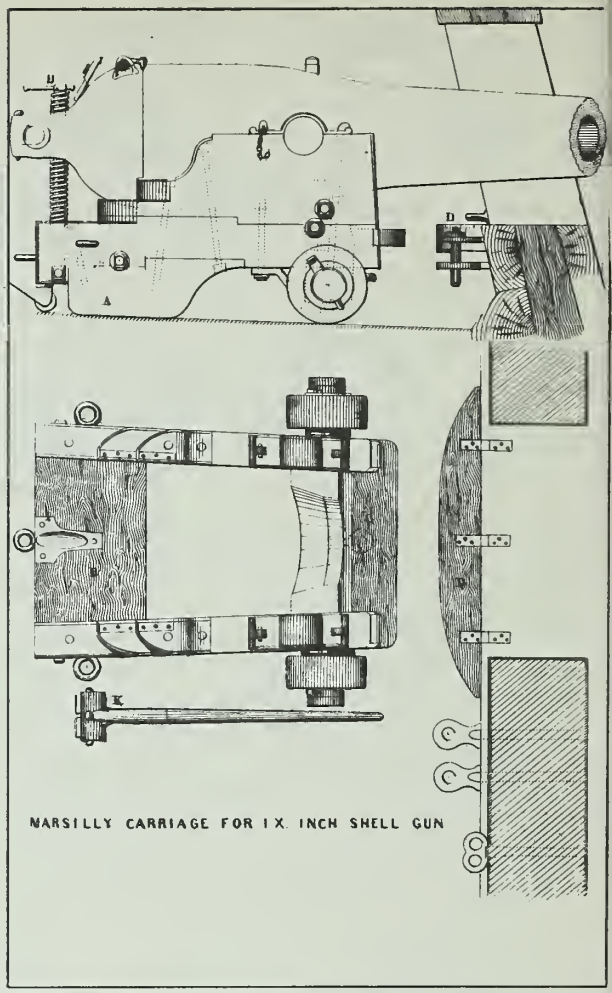
[4] Others of the class were *Wabash, Minnesota, Roanoke, Colorado,* and *Niagara. Niagara* was built as a large sloop-of-war and strangely was armed exclusively with 11-inch guns.



Dahlgren shell guns—The lock-lugs for mounting the hammer are shown near the vent. Original drawing by author.



The 4-wheel common carriage was used to mount 32-pdrs in broadside. From *1866 Ordnance Manual.*



The Marsilly carriage was the usual mounting for the 9-inch shell gun. From *1866 Ordnance Manual.*

few exceptions. USS *New Ironsides* had a broadside battery of 11-inch shell guns mounted on iron carriages and slides somewhat similar to a pivot mounting. At Charleston, she was able to fire the 11-inch guns once every 1.74 minutes for about an hour or once every 2.86 minutes for 3 hours, and it was believed that a rate of 1.33 minutes per round could be sustained for a short time. The 11-inch guns also formed a part of the armament for many of the monitors.

Shot Guns

In the decade or more preceding the Civil War, a large variety of 32-pdr. shot guns was available for the armament of naval vessels. These essentially were copies of "the last English decree on the subject" and were constructed in 27, 32, 42, 46, 51, and 57 cwt. sizes.[5] A few other sizes may even be found. The most predominant sizes just previous to and during the war were of 27, 32, 42, and 57 cwt. These guns were generally mounted on the four-wheel common carriage and formed a portion of the armament of many ships.

In addition to the 32-pdrs., a 64-pdr. of 106 cwt. was available for mounting as a pivot gun on a slide carriage, though it was nearly obsolete. During June 1864, an 8-inch shot gun of 10,100 pounds and a 9-inch shot gun of 12,000 pounds were designed with a cylindrical chamber, but these guns likely saw little if any service.

[5] The British had an even larger variety of 32-pdrs designed by Dundas, Monk, Blomfield and others. A hundredweight, cwt, is 112 pounds. Quotation is from *Memoir of John A. Dahlgren* by Madeleine V. Dahlgren, Charles L. Webster & Co., 1891. Dahlgren's second wife was quoting from his notes.

Although these tubes were classified as shot guns, shells were also available and were supplied to ships in appropriate proportions. For the 32-pdr., the shot weighed 32.5 pounds while the shell weighed approximately 26 pounds when filled with 0.9 pound of powder. Firing at a vertical screen 40 feet wide by 20 feet high at a distance of 1,300 yards with a 32-pdr. of 57 cwt., only three out of 10 shots hit the target, two direct and one on ricochet. The average range to first splash was 1,324 yards with deviations from 1,238 yards to 1,383 yards. While not necessarily the firing rate for this particular practice, the long 32-pdr., like the 9-inch shell gun, could be fired once every 40 seconds. Since a 9-inch shell weighed 73.5 pounds complete with sabot, it is apparent duties other than lifting and loading the projectile limited the rate of fire for these two pieces. In noting the armament of various ships, the 32-pdrs. of 42 and 57 cwt. are the most prevalent.

Rifles

Most of the rifled cannon used in the Civil War were the product of Captain Robert P. Parrott and the West Point Foundry at Cold Spring, N.Y. The Parrott rifles were first made in 1860 and consisted of a cast iron tube with a wrought iron reinforced band shrunk around the breech. Sizes varied from the 3-inch 10-pdr. to the 10-inch 300-pdr., although none of the latter and few of the former saw naval service. The 30-pdr. was one of the most popular and reliable sizes and was furnished with both truck and pivot carriages, as was the smaller 20-pdr. The 8-inch 150-pdr. was normally mounted in pivot or placed in the monitor turrets, although a Marsilly carriage as well as the more usual pivot carriage was available for the smaller 6.4-inch 100-pdr.

In September 1862, the 100-pdr. was fired from 130 feet at a target having 6 inches of wrought iron armor plates. Penetration was achieved with a 14-pound charge and 70-pound shot. It was also found that the 8-inch Parrott, with 150-pound bolts and only a 16-pound charge could break through but not punch 4½-inch plates.

The heavy 6.4-, 8-, and even 10-inch rifled guns used in both Army and Navy were almost exclusively those of Robert Parrott. The bursting of some of these guns at Charleston, and later at Fort Fisher weakened confidence in the durability of the guns and brought some discredit to his name. In fact, the Parrott guns were quite remarkable. Rodman, Blakely, Brooke, Dahlgren and others who were working to improve the state-of-art all suffered from the bursting of large caliber cannon, especially rifles. The technology to make reliable large caliber weapons did not yet exist, and when it was developed, cast iron was made obsolete.

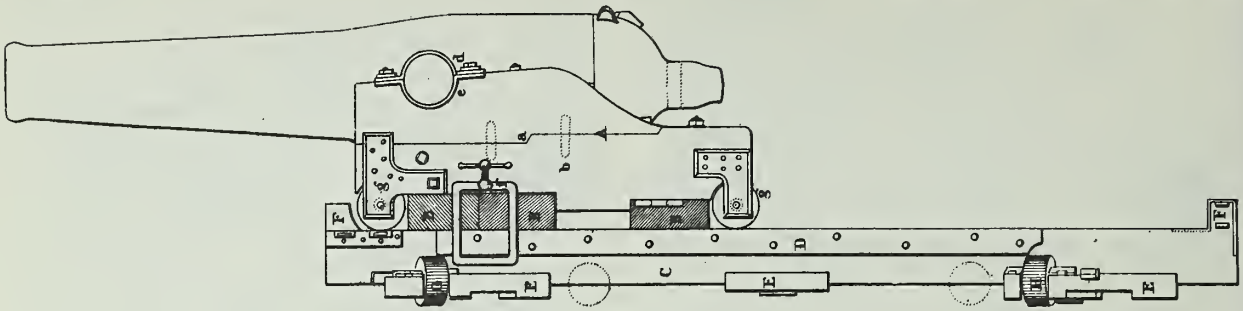
Another rifle that saw use, especially on some of the river gunboats, was the invention of General Charles T. James. The guns were old army 42-pdr. smoothbores rifled possibly by Ames at Chicopee, Mass., and supplied with 81¼-pound shot or 64¼-pound shell. While the James rifles and projectiles were primarily noted for their performance at Fort Pulaski and Pensacola, they also performed well in naval service.

Heavy rifles for the Confederate Navy were designed by John M. Brooke. They somewhat resembled the Parrott guns in that the cast iron tubes were reinforced by single and later double wrought iron bands shrunk around the breech. Manufacturing was done at the Tredegar works in Richmond or at the Naval Gun Foundry and Ordnance Works, Selma, Ala. The most predominant sizes were the 6.4- and 7-inch, although an 8-inch was also produced.[6] Except under the banding, the tubes were not turned, but remained in the condition in which they left the mold. For the double-banded 7-inch rifle, nine individual bands each 2 by 6 inches were actually used. Six bands made up the inner layer. After the inner layer was turned in the lathe, the three outer bands were put on, "and the gun is again returned to the mill in order to have the exterior of the outer band turned off."

In February 1863 at Drewry's Bluff, Brooke practiced against an armored target composed of four layers of 2-inch plates and 22 inches of timber backing. Using a gun from CSS *Richmond*, presumably 7-inch, he "broke three layers of plates, so that the pieces came out, and broke the remaining plate and pushed it firmly in the wood . . ." The range was 200 yards and a 25-pound charge was used to propel the 140-pound bolt. However, proof firing was accomplished with a 16-pound charge and a 111-pound bolt. Other weights of projectile including a 102-pound shell were also available. The 6.4-inch guns were mounted on

[6] Brooke also designed 10- and 11-inch banded smoothbores.

SIDE ELEVATION OF XI-INCH GUN CARRIAGE AND SLIDE



CARRIAGE

WOODEN PARTS

A. Brackets of two pieces, with jog 'a' and dowels 'b'

B. Transoms, (projecting beyond the rails, front middle, and rear jogged into brackets.

METAL PARTS

d. Cap squares.

e. Trunnion plates.

f. Compressor, with screw and lever.

g. Rollers and journal plates.

SLIDE

WOODEN PARTS

C. Rails.

D. Compressor battens.

E. Transoms; front and rear each in two parts, middle in one part.

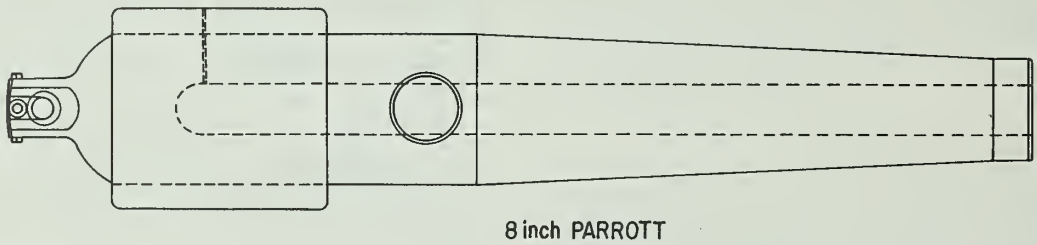
F. Hurters, front and rear.

METAL PARTS

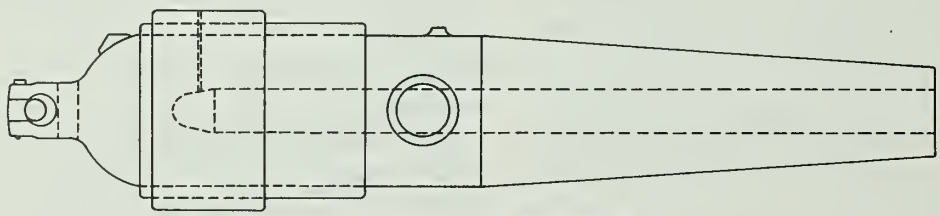
G. Shifting trucks.

H. Training trucks, both with journals and eccentric axles.

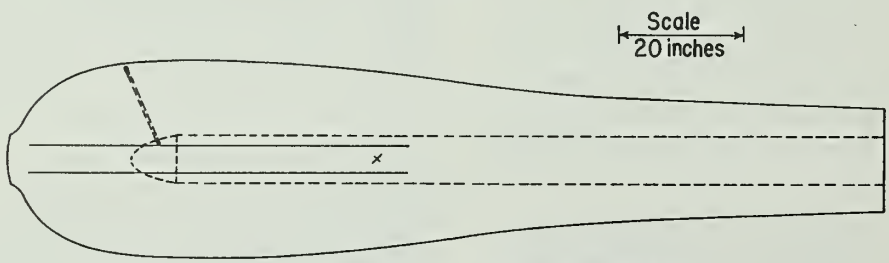
The pivot carriage was used for mounting 11-inch shell guns and heavy Parrott rifles. From *1866 Ordnance Manual.*



8 inch PARROTT



7 inch BROOKE



7-1/2 inch DAHLGREN

The 7½-inch Dahlgren rifle, shown with Brooke and Parrott rifles, was never used on board ship. Other Dalgren rifles, except the 12- and 20-pdr. bronze pieces, were of the same form. Original drawing by author.

Marsilly carriages while the 7-inch guns were mounted on pivot carriages. Both carriages were essentially the same as those of the Union fleet.

In general, the Brooke rifles, as well as other cannon produced in the Confederacy, were quite subject to evolutionary changes as well as other small differences peculiar to the foundry and the sophistication of the workers and their equipment. Consequently, various differences exist between models of the same type.

As might be expected, Dahlgren also became interested in heavy rifled cannon and made computations for a 16,000-pound model in 1856. By 1860, Dahlgren was firing a 50-pdr. with considerable success. Shortly, designs had also been completed for 30-, 80- and 150-pdr. rifles, although relatively few were built. The first 80-pdr. was completed August 28, 1861, and placed aboard USS *Underwriter*. USS *Hetzel* received serial No. 10 which burst spectacularly on February 7, 1862: "At 5:15 rifled 80-pdr. aft, loaded with 6 pounds of powder and solid Dahlgren shot, 80 pounds, burst, in the act of firing, into four principal pieces; the gun forward of trunnions fell on deck, one third of breech passed over mastheads and fell clear of ship on starboard bow, one struck on port quarter, and the fourth piece, weiging about 1,000 pounds, driven through the deck and magazine, bringing upon the keelson; set fire to the ship...." The tube weighed 7,900 pounds.

Dahlgren rifles were cast without trunnions, and the trunnions were supplied by a breech strap attached to the finished casting. As in the shell guns, two vents were present, although only one was completely bored through to the chamber. Very few of the rifles saw service, and most of them were 50-pdrs. Before his system of rifles was perfected, Dahlgren was given other duties as Rear Admiral and commander of the South Atlantic Blockading Squadron.

Armament for the Monitors

On March 9, 1862 Gustavis V. Fox, Assistant Secretary of the Navy and Lt. Henry A. Wise, Bureau of Ordnance, watched the encounter between *Monitor* and *Merrimack* from a small tugboat in Hampton Roads. Although *Monitor* was left in possession of the battleground, neither contestant had been materially injured and it was apparent that something more powerful than *Monitor*'s 11-inch Dahlgren shell guns[7] was required. Coming ashore at Fort Monroe, Fox was attracted by an experimental 15-inch Rodman columbiad lying nearby. This obviously was the needed gun. Therefore, in April, Dahlgren completed a 15-inch design to fit the 20-foot interior of the new Ericsson ironclads. The first 15-inch guns were mounted alongside 11-inch shell guns since the 15-inch guns could not be produced quickly enough to provide two for each turret. The carriages were made of iron and the gun ports were so small that the 26.5-inch muzzles could not protrude. Consequently, a smoke-box was devised as shown in the illustration to protect the gun crew from the blast of the explosion.

Early testing was carried out in attacks on Fort McAllister, Ga. On January 27, 1863, Commander John Worden, of *Monitor* fame, and now captain of the new *Montauk*, fired twenty-six 15-inch projectiles at the fort from a range of 1,600 yards. "The firing from turret seemed slow and deliberate to those in engine room; the smoke from guns was forced rapidly into fireroom at each discharge, but was well diluted with air by the fans, and rapidly passed out through furnaces and smokepipe, causing no unusual discomfort." Rear Admiral DuPont commented, "We have obtained valuable information in the success of the working of the XV-inch gun . . . My own previous impressions of these vessels . . . have been confirmed, viz, that whatever degree of impenetrability they might have, there was no corresponding quality of aggression or destructiveness as against forts, the slowness of fire giving full time for the gunners in the fort to take shelter in the bombproofs."

On February 28, Worden first proved the effectiveness of the 15-inch guns by destroying Confederate steamer *Nashville* lying aground under the protection of Fort McAllister. The range to the steamer was approximately 1,200 yards; only eight 15-inch shells and six 11-inch shells were required to set the wooden ship afire. Average time for firing the 15-inch gun was a little over 6 minutes with a minimum time of 3 minutes. On other

[7] *Monitor*'s 11-inch shell guns were Nos. 27 and 28 made at the West Point Foundry in 1859. Forty-one cast iron shot weighing approximately 170 pounds were fired with 15-pound charges and hit *Merrimack* 20 times, breaking six of the top layer of plates. *Merrimack*'s armor was two layers of 2-inch thick rolled plates sloping at an angle of 35 degrees. It was later determined that charges of 30 pounds could be used in 11-inch guns.

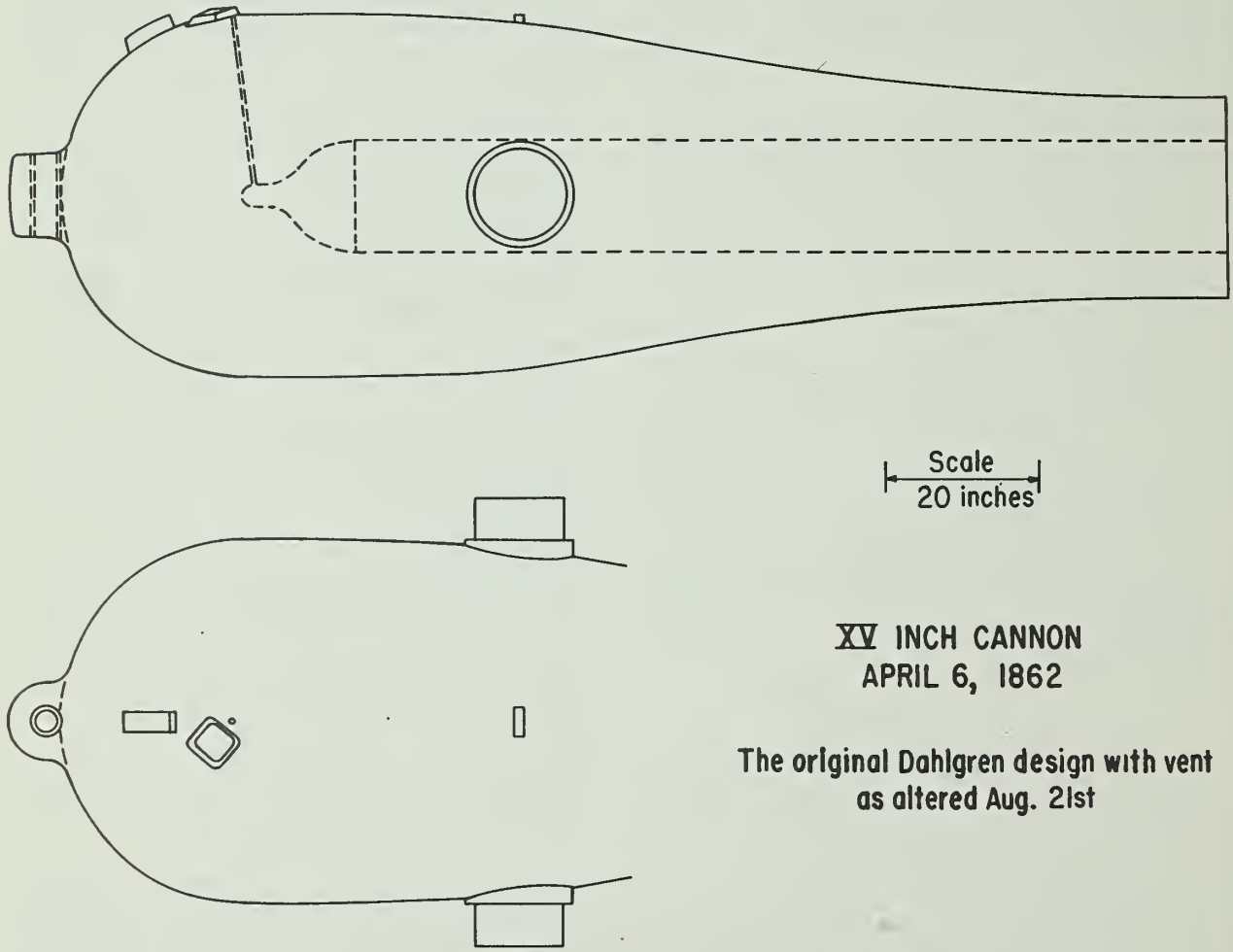
occasions and with other monitors, the average firing time might be as much as 10 minutes.

Captain Drayton of *Passaic* reported that "pointing was done for both guns with the XI-inch, the port of the other being entirely closed by the concussion box." Furthermore, the smoke or concussion box was nearly knocked down, and the small projection on the cartridge would not enter the chamber so that priming powder had to be used to ignite the charge. Perhaps because of this, half of the 34 original guns had the teat chambers reamed out to parabolic form and the muzzle was turned down to 21 inches, the diameter of the 13-inch gun.[8] Later, for the *Canonicus* class, the gun ports were enlarged to eliminate the smoke box and the 15-inch guns were redesigned with a 16-inch long muzzle. *Canonicus* and her sisters carried two 15-inch guns in their turrets.

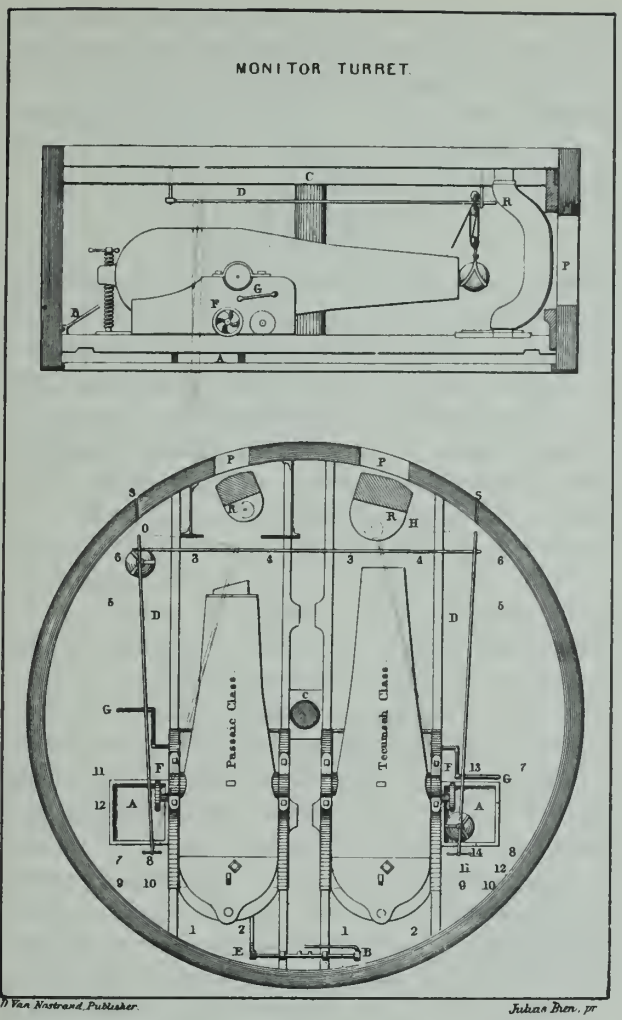
Normally, the crew for firing the 15-inch gun consisted of 14 men, but often only eight men were preferred as being equally efficient with less crowding. Three types of projectile were provided and the 440-pound solid shot could be fired with 60-pound charges at close quarters, although 50 pounds was the normal charge. Cored shot of 400 pounds was recommended for use against masonry. The 330-pound shell contained 13 pounds of powder and was ordinarily fired with a 35-pound charge. It contained three navy time fuses of 3½, 5, and 7 seconds.

Final justification for the 15-inch gun came on June 17, 1863 when *Weehawken*'s cored shot penetrated *Atlanta*'s 4-inch armor plating and broke the heavy iron casting at the top of the pilot house.

[8] Dahlgren actually preferred to arm the monitors with 13-inch guns.



The original 15-inch cannon designed by Dahlgren for the monitor turrets—Vent is slightly altered from original concept. Original drawing by author.



Monitor turret showing arrangements for 15-inch guns—*Passaic* class monitors had smoke boxes to enclose the muzzle as shown at left. Longer guns and larger ports were used with *Canonicus* class monitors as shown at right. From *1866 Ordnance Manual.* (Note: The *Canonicus* class is referred to on this plan as the *Tecumseh* class. See Appendix II).

Surrender occurred after only 15 minutes of fighting.

In addition to the heavy smoothbores, a few of the monitors were equipped with the 8-inch 150-pdr. Parrott rifles. Of the *Passaic* class, *Lehigh* and *Patapsco* had them in place of the 11-inch shell guns, and finally the 11-inch of *Passaic* was replaced with a 150-pdr. rifle. The twin-turreted *Onondaga* also had a 150-pdr. Parrott alongside the 15-inch smoothbore in each turret. The extra range of the rifles was occasionally useful in reaching targets unattainable with the smoothbore.

Mortars

Mortars were not widely used by naval forces during the Civil War and opinions regarding them were generally controversial. However, the 17,200-pound 13-inch monsters were used in mortar boats on the Mississippi River. Their greatest use was in bombarding Forts Jackson and St. Philip below New Orleans with 8,000 of the 200-pound shells.[9] Most of the shells fell on and about Fort Jackson and, since the fuses were erratic, some of the shells bored 18 to 20 feet into the soft ground before exploding.

Because mortars were usually fired at an elevation of 45°, it was necessary to provide different charges for targets at different ranges. Safety required that the measuring of powder and filling of cartridge bags be done in the magazine. The cartridges were then sent to the mortar in leather passing boxes. Unlike most other cannon where the cartridge bag was placed in the chamber and pierced by the priming wire as it was pushed down the vent, mortar cartridge bags were opened and the powder carefully emptied into the chamber. The cotton bag was then used to wipe off the shell before it was lowered into the bore, and finally was used to wipe out the mortar before sponging. The bags were never returned to the magazine during action as small amounts of loose powder remaining in the bags might fall out on the deck eventually forming a powder train from the mortar to the magazine. The performance of the mortar flotilla is commendable in that no accidents occurred during the 7 days of firing. One schooner, *Dan Smith*, fired 493 shells. Maximum range to Fort St. Philip was 4,710 yards and required a 23-pound charge against the wind. Best sustained rate of fire was 2⅔ minutes per projectile, although projectiles could be fired every 5 minutes with greater ease.

Boat Guns and Howitzers

The Navy system of boat guns and howitzers dates from Dahlgren's earliest endeavors at the Washington Navy Yard. He noted that, "The first trial was a little bronze howitzer of my design,

[9] Of the 21 vessels in the mortar flotilla, only 20 had mortars. One mortar schooner was sunk on the second day of firing. Some accounts indicate more than 16,000 shells were fired but calculations based on reports from the mortar flotilla indicate 8,000 is more nearly correct. This is still a phenominal quantity, representing 800 tons of metal.

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of two hundred and twenty pounds, cast in an old brass furnace . . . bored and finished on a lathe." The work was done in 1848. Even before the Civil War, the pieces saw service at various places around the world. One 24-pdr. and eleven 12-pdrs. accompanied Commodore Perry on his expedition to Japan in 1853–54. The Japanese were so impressed they requested and were given one of the howitzers. All the pieces were made of bronze and were of very simple form. They were attached to their boat or field carriages by a loop underneath the tube in a manner similar to the carronade. Three smoothbores were available: light and medium weight 12-pdrs., and a 24-pdr. A 12-pdr. rifle was available along with a 20-pdr. rifle, although the latter is relatively ignored in the ordnance manuals.[10]

The boat-carriage was composed of a bed to carry the howitzer, a slide on which the bed moved in recoiling, and a wooden plate beneath the slide. William B. Cushing's open launch, in which he successfully torpedoed and sank *Albemarle*, was equipped with a 12-pdr. howitzer on a boat carriage. The howitzer was fired just before the launch bumped over *Albemarle*'s protecting log boom to explode the torpedo.

The field-carriage was made of wrought iron and, in contrast to land service practice, a small wheel was located at the end of the trail to help the carriage over rough ground, for the carriage was to be hauled by sailors rather than horses. In firing, however, the pin of the trail-wheel was removed and the wheel turned upon the trail in order to reduce recoil. No limber was provided since it was not intended that the howitzer would be moved any great distance from the landing place. If movement was necessary, ammunition was slung from the axle or carried in the pouches of the men.

The basic ammunition for the smoothbores was shell, shrapnel or spherical case, and canister. Shot was never provided. The medium 12-pdr. with its field carriage weighed less than 1,250 pounds, and considerably less than the 2,355-pound army 12-pdr. Napoleon with carriage. Consequently, it could be maneuvered relatively easily by hand, but was not expected to be subjected to as severe an environment as the army field gun. Canister could be fired at a maximum rate of eight rounds per minute although one round in 15 to 18 seconds was typical. On the boat-carriage in a launch, maximum firing rate was approximately five rounds per minute.

[10] The 71st Regiment New York Militia had two Dahlgren boat howitzers at Bull Run. After the battle, these, along with other artillery pieces were listed by the Confederate E. P. Alexander in his report of captured equipment.

Projectiles and Fuzes

The number and variety of projectiles for Civil War ordnance are legion. Many varieties were supplied without official sanction, especially for the rifles. Most spherical shells were fitted with the Navy time-fuse, consisting of a composition driven in a paper case and then inserted in a metal stock which screwed into a bouching fitted to the shell. The fuse composition was covered with a water cap to prevent the flame from being extinguished as the projectile ricocheted over the water. A simple labyrinth was filled with mealed powder to communicate fire to the fuse composition. Protection from moisture and accidental ignition was provided by a safety cap. Likewise, a safety plug at the bottom of the fuse prevented fire from being communicated to the powder in the shell if the fuse was ignited accidentally. On loading, the safety cap was carefully removed and the shell pushed home with the axis of the fuse along the bore and away from the charge. On firing, the fuse was ignited by the flame coming around and over the top of the shell, the safety plug being dislodged by the shock of discharge. The illustration shows the water cap screwed into a brass fuse plug which in turn was firmly driven into the fuse hole of the projectile. Apparently, this type of fuse also saw service and was similar to the standard sea-coast fuse.

Shells for the 12- and 24-pdr. howitzers and all spherical shrapnel were fitted with the Bormann fuse which also was standard for the army field artillery. Maximum burning time of a little over 5 seconds was approximately correct for a range of 1,200 yards. Face of the fuse was marked in seconds either by arabic numerals or dots. In operation, a cut was made beside the appropriate time index mark exposing the ring of composition to the flame of discharge. At the desired time, the fire was communicated to the priming magazine which exploded driving its flame into the charge of the shell or shrapnel. In loading the projectile, the fuse was always toward the muzzle with the cut of the fuse up to be certain the com-

position would be ignited by the flame of discharge migrating over the top of the projectile. If inadvertently the fuse was placed toward the charge, the fuse might be blown in and the projectile would explode as it left the muzzle.

Firing of naval guns was accomplished by means of a percussion lock. Locks were first introduced into the British Navy by Sir Charles Douglas in 1782 replacing the slow-match and other methods of firing. The U.S. percussion lock used during the Civil War dated from approximately 1842 and was patterned after the method of Hidden. For 32-pdrs. and similar pieces, the lock was attached to an oblong mass of metal about the vent called the lockpiece. On shell guns, the hammer was fitted in a slit cut into a lug cast near the vent. The lock was also attached to the Parrott and other rifles.

To fire the piece, a percussion primer in the shape of a 2½-inch-long quill barrel topped with a wafer or flat head was first inserted in the vent. Then the lanyard was steadily and quickly drawn (not jerked) rotating the hammer on its bolt until it was brought down on the vent setting off the percussion primer. Continued pull on the lanyard drew the hammer clear of the vent avoiding the erosion caused by gasses rushing from the vent. To obtain this action, an inch-long slot was cut at the rear of the hammer. In contrast to the locks on small arms, no springs were included in the mechanism.

The hammer for the boat-howitzers was different and simpler than the standard navy lock. Although the lanyard rotated the hammer in the same way, there was no slot. Instead, the hammer remained on the vent, and a perforation through the head minimized erosion as the gasses escaped. However, the face of the hammer was a nipple that could be unscrewed and replaced if erosion became excessive.

Parrott designed and developed a considerable variety of projectiles for the rifles he produced at the Cold Spring Foundry. The base rings which expanded into the rifling on being fired from the piece took many forms. For the larger calibers, the brass ring was cast into a recess provided with numerous toothlike projections to assure that the ring, which gripped the rifling, also rotated the projectile. The blunt noses of the shot, some solid and others hollow, were hardened and chilled to make them more effective for armor piercing. Against armor, ordinary cast iron shot would become mashed and cause little damage.

Both Hotchkiss and Schenkl projectiles were also used in the rifles. The Schenkl projectile consisted of a cast iron body with a cone shaped tail. A papier mache sabot was expanded into the rifling by being forced on the cone by the action of the charge. Projections on the cone insured that the rotary motion was imparted to the projectile. A basic problem with this ammunition was the material for the sabot. Sometimes moisture would swell the papier mache so that the projectile could not be loaded into the piece. Other times, the sabot material was hard and would crumble on firing, permitting the projectile to tumble in flight.[11] However, the Schenkl percussion fuse was quite successful and remained in naval use long after the Civil War. It consisted of a hollow metallic stock containing a plunger held in place by a small screw. On discharge from the piece, the screw would break and the plunger was free to float. On impact, the percussion cap would be set off igniting the primer within the plunger and exploding the shell.

The Hotchkiss projectile consisted of three parts, the body, a cup on the rear of the body, and a lead ring filling the intermediate space. On discharge, the cup would be pushed forward compressing the lead into the grooves. Another feature for projectiles having time fuses was the three longitudinal grooves along the outside to insure passage of the flame to ignite the fuse. Hotchkiss projectiles were generally quite successful, and were relatively free from tumbling.[12]

Along with his other efforts, John Dahlgren also developed a projectile for his rifles. As shown on page 814, the projectile consisted of an iron body with a lead base cast over projections on the rear. Along the middle of the body several ribs were formed. These ribs were inclined slightly to the axis of the projectile so that they would be parallel to the rifling and were turned to a diameter 0.02 inch less than the bore of the gun. Their purpose was to provide a relatively small but finished bearing surface for the projectile against

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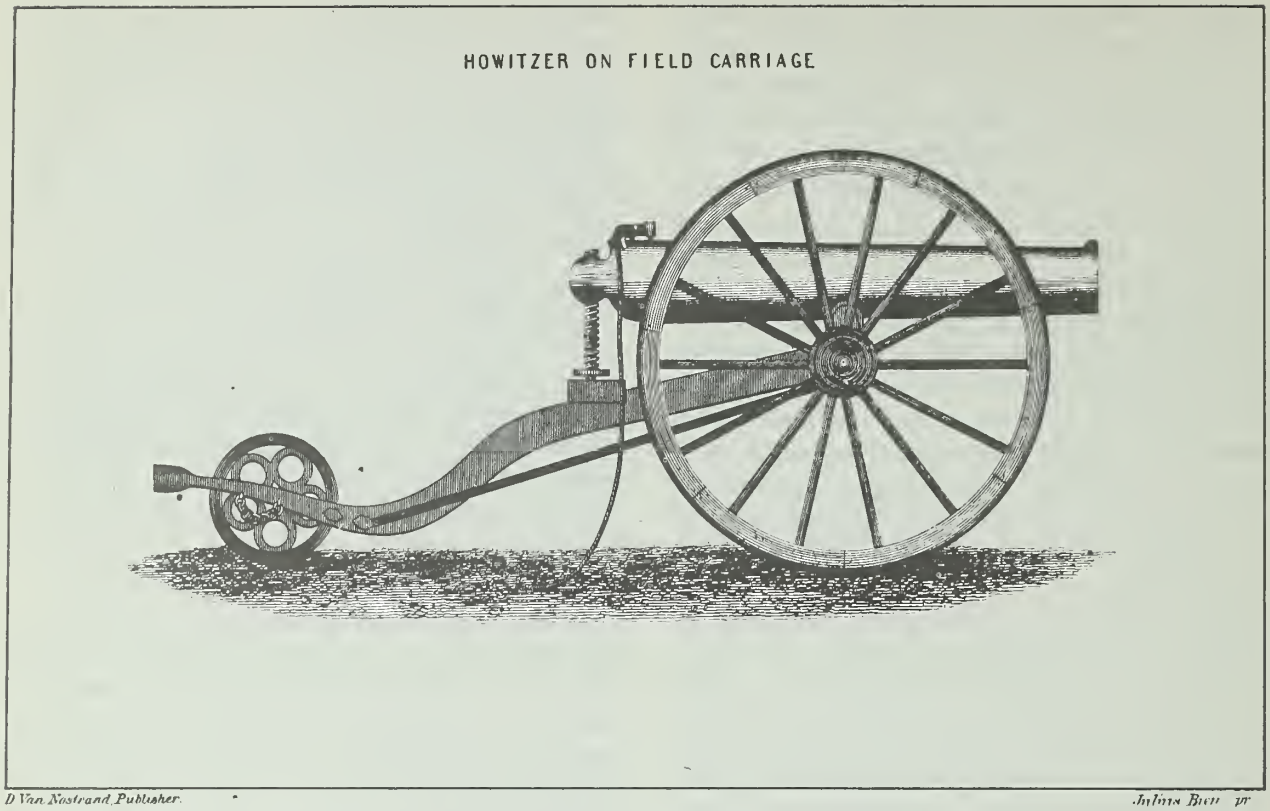
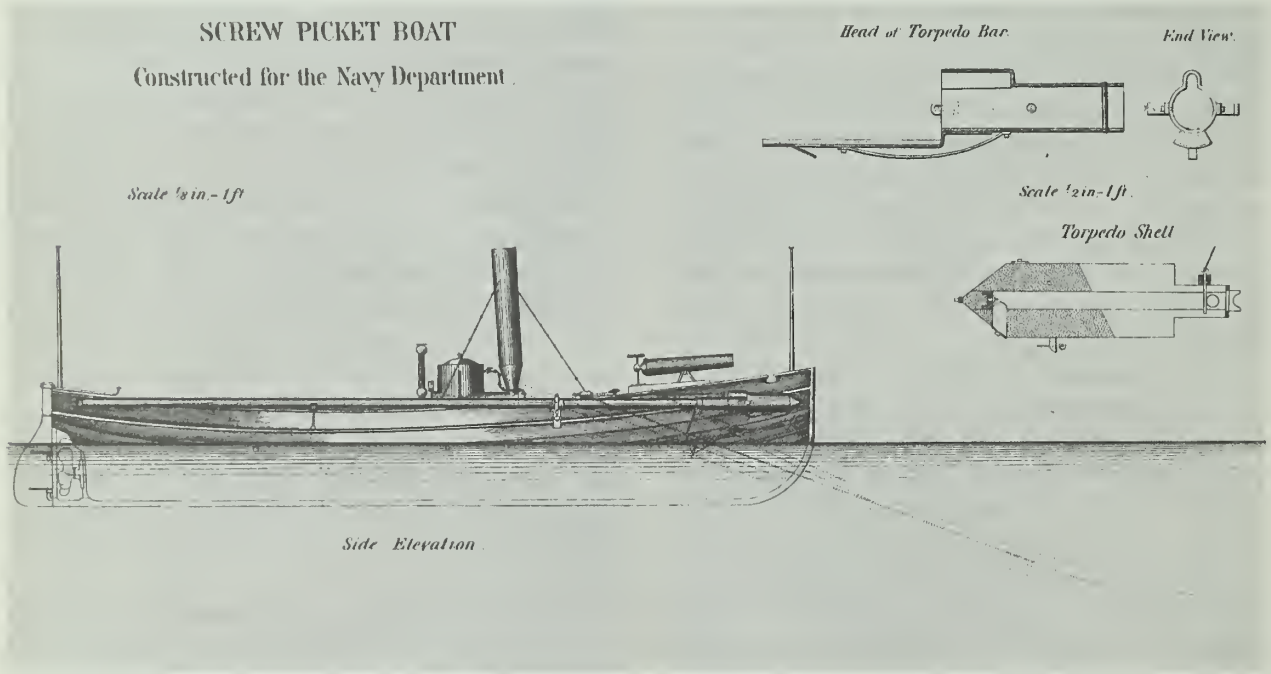
[11] A more complete description of Schenkl projectiles and fuzes by the same author is presented in *Civil War Times Illustrated*, June 1966, page 24.

[12] Henry L. Abbot, commanding the siege artillery at Petersburg, felt the projectile strained the guns and did not like to use it in the larger calibers.



Dahlgren howitzer on field carriage. From *1866 Ordnance Manual.*



Open launch, as used by Cushing to torpedo *Albemarle,* mounting a 12-pdr Dahlgren howitzer on boat carriage. From J. S. Barnes, *Submarine Warfare* (New York: Van Nostrand, 1869).

the bore of the gun.[13] The groove around the periphery of the lead base was filled with lubricating material. The 80-pdr. Dahlgren rifle that burst aboard USS *Hetzel* was furnished with Hotchkiss and Cochran projectiles as well as the Dahlgren type.

Confederate Brooke projectiles were diversified in shape and method of producing rotation. The four types shown may be found on drawings with Brooke's signature. Two of the projectiles have raised rings (similar to the bourrelet on modern projectiles) which were carefully turned to the proper dimensions, the remainder of the surface being rough as it came from the mold. These also have the ratchet sabot of bronze or copper. The base of the projectile was usually divided into seven equal sectors with their surfaces inclined to the axis preventing the sabot from slipping on the base. The sabot was secured by a central screw. Another type of ratchet-ring sabot, in which a soft metal ring was cast upon the base of the projectile, was personally designed by Brooke.

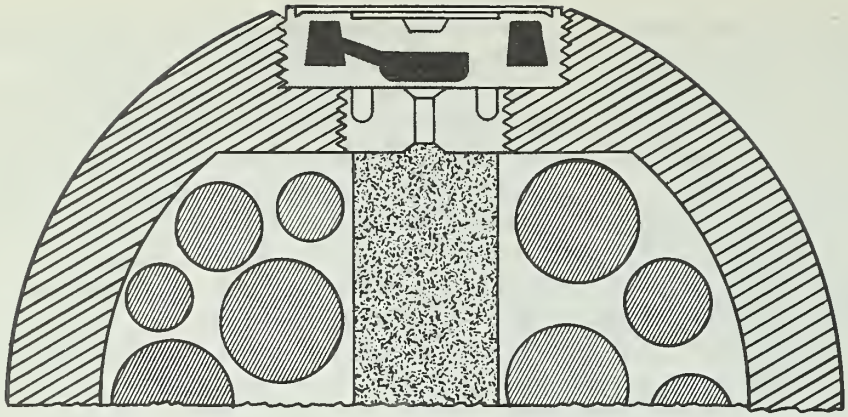
A very simple method of making projectiles take the rifling was apparently developed in late 1862 when steel for navy solid shot became scarce. The shot was forged of wrought iron and an annular groove was turned in the base to form a lip. On discharge, the lip expanded into the rifling and the rotation was transmitted to the shot.[14]

Other types of guns and projectiles than herein described were used with varying degrees of success. Information on some types may be found easily while a dearth of information exists on others. Often, especially in the Navy, an element of secrecy existed preventing the publication of dimensions or scale drawings of various weapons. However, the secrecy seemed to have been more a personal attitude on the part of various individuals than an official government directive. Thus, Dahlgren's *Shells and Shell Guns* published in 1856 doesn't contain a single illustration of either shell or shell gun, although other reasons may also have existed. Nevertheless, range tables are readily available. One of the few statements regarding security may be found in the *1866 Ordnance Manual* and warns the reader not "to show or explain to foreigners or others the construction of any fuzes, except so far as necessary for the service of the guns."

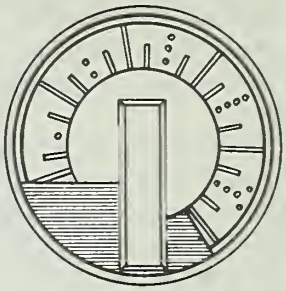
The period of the Civil War was one of a rapidly changing ordnance technology. Various lessons learned over a period of several hundred years were still being practiced. Yet, new ideas and new materiel were being introduced daily. Both the North and the South grasped much of the new ordnance technology and effectively put it to use to their own purpose and advantage.

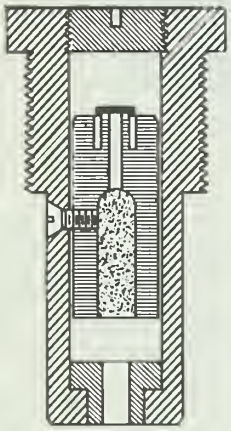
[13] Projectiles of this type generally have been identified as of Confederate origin, probably because Henry L. Abbot found a sample among his collection of Confederate ammunition fired into his batteries at Petersburg. Whether the sample (see *Siege Artillery in the Campaigns against Richmond* by H. L. Abbot, Washington 1867, plate 6, fig. 66) was copied by the Confederates or was reclaimed U.S. ammunition is unknown. Abbot's inability to recognize the Dahlgren naval projectile is some indication of the lack of communication between the Army and Navy on ordnance matters. Dahlgren's patent No. 32986 is dated Aug. 6, 1861.

[14] The drawings with Brooke's signature are in the possession of the National Archives. One drawing titled "The Ratchet-ring Sabot Designed by John M. Brooke Comndr. CSN" bears the date Nov. 24, 1863. The drawing of the solid wrought iron shot is dated Oct. 8, 1862.

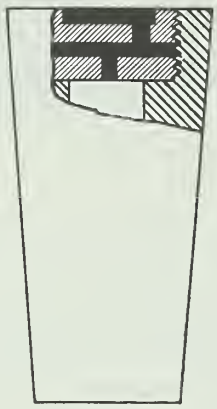


Shrapnel with Borman fuse

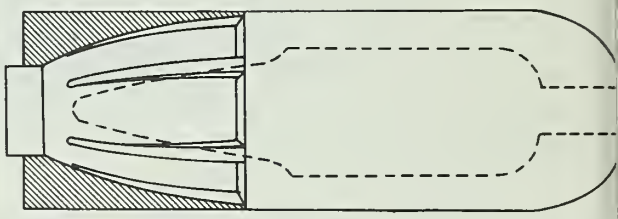




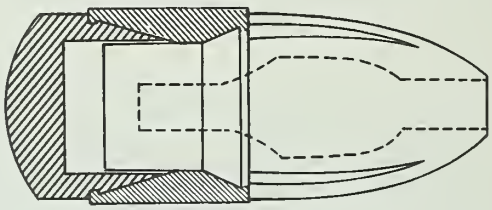
Schenkl percussion fuse



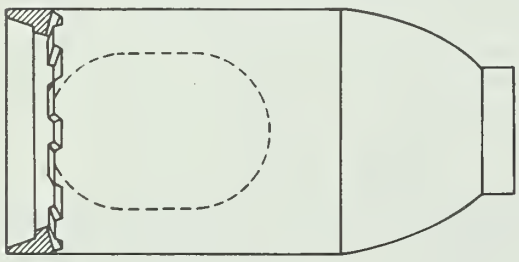
Fuse with water cap



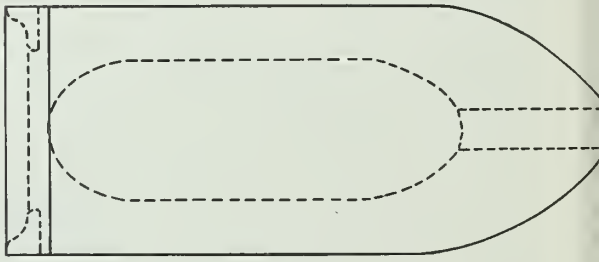
30 pdr Schenkl shell



Hotchkiss shell

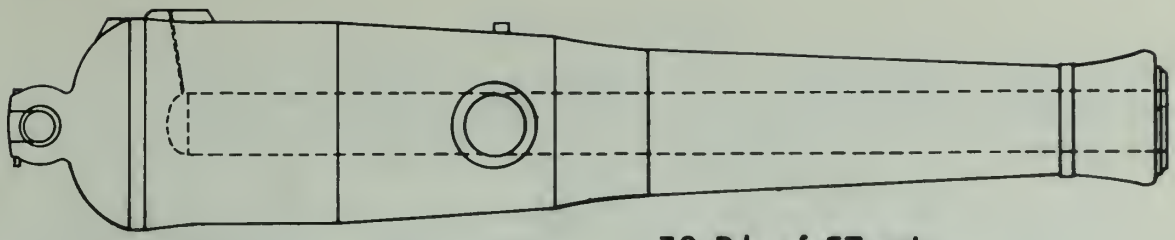


Parrott hollow shot

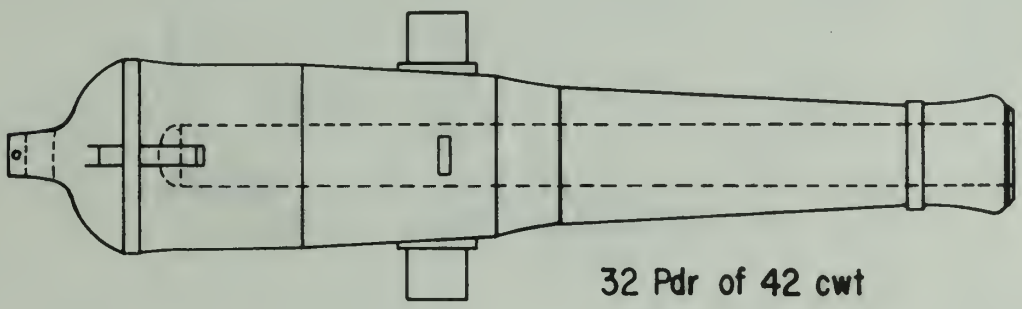


Parrott shell

Various fuses and projectiles. Original drawing by author

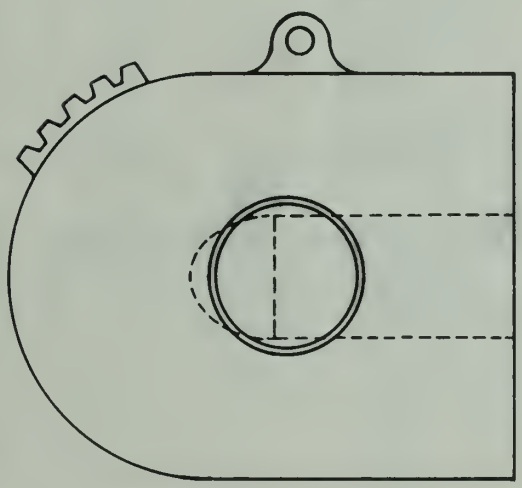


32 Pdr of 57 cwt

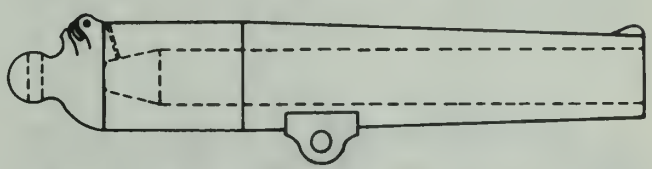


32 Pdr of 42 cwt

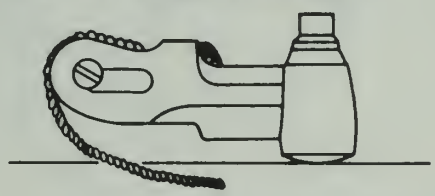
Scale
20 inches



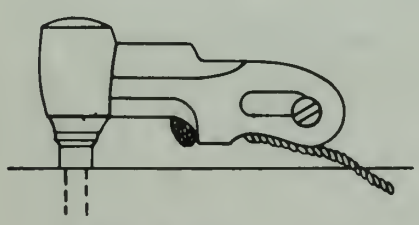
13 inch Mortar



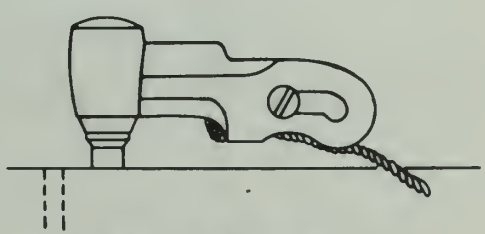
24 Pdr Boat Howitzer



Ready



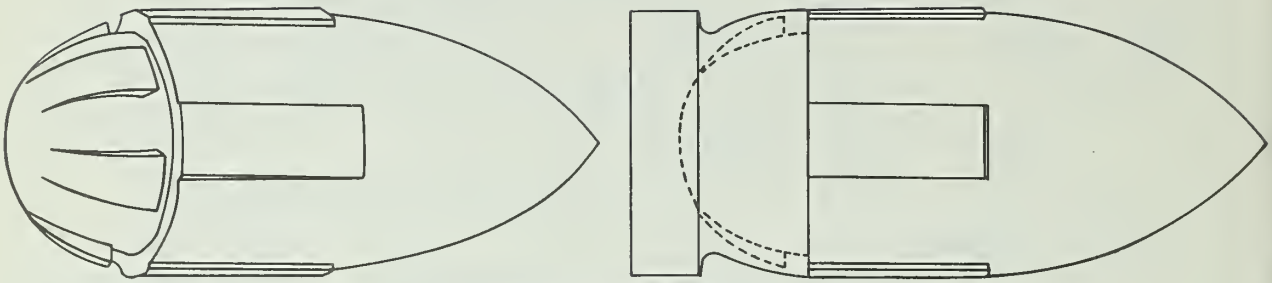
On the vent



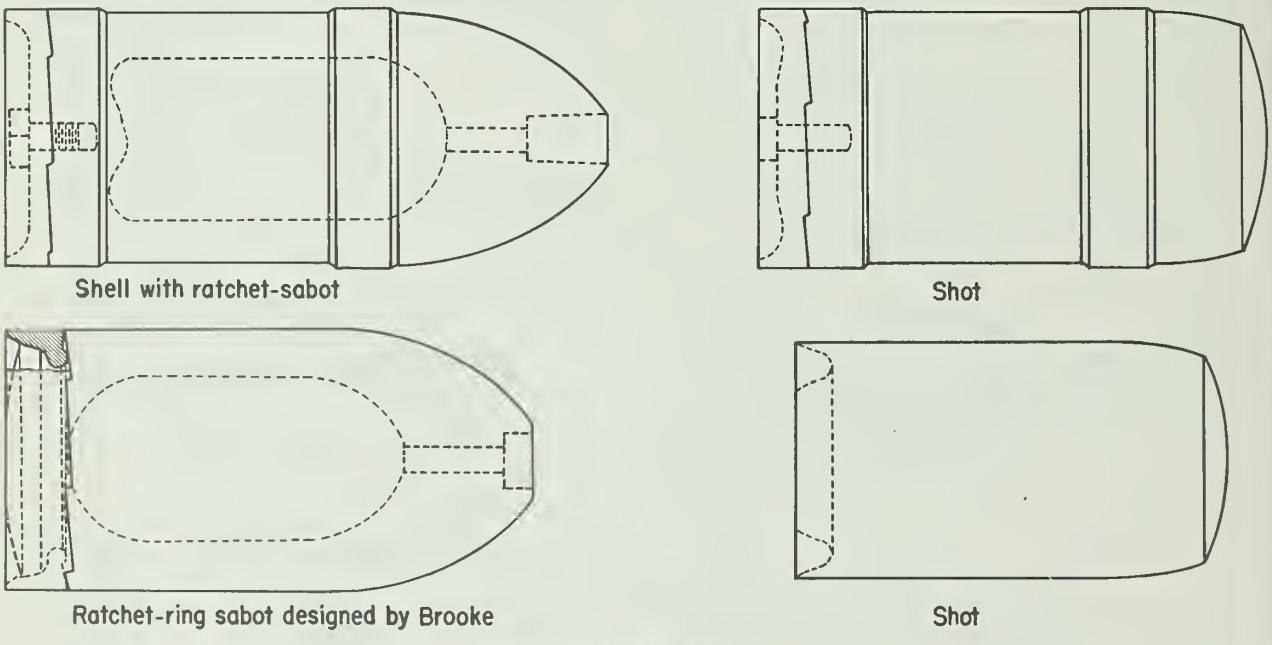
Clear of the vent

Naval Percussion Lock

Percussion lock and various smoothbore ordnance. Original drawing by author.



DAHLGREN PROJECTILE



BROOKE PROJECTILES

Rifle projectiles by Brooke and Dahlgren. Original drawing by author.

Type	Bore diameter, inches	Material	Weight of tube, pounds	Length of bore, inches	Maximum diameter, inches	Type of projectile	Weight of projectile, pounds	Weight of charge, pounds	Range, yards at 5° elevation	Time of flight, seconds	Height above plane, feet
Shell Guns											
15-inch [1]	15	Iron	41,576	130 [2]	48	Shell	350	35	1,700	5.7	
11-inch	11	Iron	15,700	131.2	32	Shell	136	15	1,712	5.81	10
						Shell	136	20	1,975		10
10-inch	10	Iron	12,000	119.25	29.1	Shell	103	12.5	1,740	5.8	11
9-inch	9	Iron	9,000	107.3	27.2	Shell	72.5	10	1,710	5.96	10.75
						Shrapnel	75	10	1,690	5.9	
8-inch of 6,500 lbs.	8	Iron	6,500	96	23.2	Shell	51.5	7	1,657	5.82	7.5
8-inch of 63 cwt	8	Iron	7,000	100.3	24.04	Shell	51.5	9	1,770	6.32	8
8-inch of 55 cwt	8	Iron	6,100	95.4		Shell	51.5	7	1,657	5.82	7.5
Shot Guns											
10-inch Cannon [3]	10	Iron	16,000	117.75	33.25	Shot	124	40			
8-inch Cannon [3]	8	Iron	10,100	107.32	27.2	Shot	65	20			
32-pdr. of 57 cwt. [4]	6.4	Iron	6,400	107.9	22.36	Shot	32	9	1,930	6.6	8
						Shell	26	6	1,850	6.4	
32-pdr. of 42 cwt	6.4	Iron	4,700	92.05	20.6	Shot	32	6	1,756	6	
						Shell	26	6	1,710	6.5	
32-pdr. of 32 cwt [5]	6.4	Iron	3,600	75.1	20	Shot	32	4.5	1,598		7.5
						Shell	26	4.5	1,648	6	7.5
32-pdr. of 27 cwt	6.4	Iron	3,000	68.4	19.2	Shot	32	4	1,469	5.4	7
						Shell	26	4	1,460	5.75	
Rifle Guns											
150-pdr. Parrott	8	Iron	16,550	136	32	Long shell	155	16	2,100	6.25	
100-pdr. Parrott	6.4	Iron	9,750	130	25.9	Solid shot	100	10	2,200	6.5	
						Long shell	100	10	2,150	6.5	
60-pdr. Parrott	5.3	Iron	5,360	105	21.3	Shot	60	6			
30-pdr. Parrott [6]	4.2	Iron	3,550	96.8	18.3	Shell	29	3.25	2,200	6.87	
20-pdr. Parrott	3.67	Iron	1,750	79	14.5	Shell	19	2	2,100	6.5	
James Rifle [7]	7	Iron	8,465	110	24.4	Shot	81.5	8	2,221		
80-pdr. Dahlgren	6	Iron	7,900	108	26.12	Shot	80	6			
50-pdr. Dahlgren. [8]	5.1	Iron	6,000	89	22.25	Shot	50	3.25			
6.4-inch Brooke [9]	6.4	Iron	10,675	117	29.3	Shot	95	8–10			
7-inch Brooke [10]	7	Iron	15,300	121	32.2	Shot	110	10–13			

See footnotes at end of table.

Civil War Naval Ordnance—Continued

Type	Bore diameter, inches	Material	Weight of tube, pounds	Length of bore, inches	Maximum diameter, inches	Type of projectile	Weight of projectile, pounds	Weight of charge, pounds	Range yards at 5° elevation	Time of flight, seconds	Height above plane feet
Boat Guns											
24-pdr. Howitzer	5.82	Bronze	1,310	58.2	11.42	Shell	20	2	1,270	5.68	7
12-pdr. Heavy Howitzer.[11]	4.62	Bronze	760	55.23	9	Shell	10	1	1,085	4.8	7
20-pdr. Rifle	4	Bronze	1,340	65.6		Shell	20	2	1,960	6.5	8
12-pdr. Rifle [12]	3.4	Bronze	880	55.23	9	Shell	12	1	1,770	6	8
Mortars											
13-inch	13	Iron	17,200	35	43	Shell	200	20	[13] 4,200	30.5	

NOTES

[1] For monitor turrets.
[2] For short gun. Long gun had 146-inch bore length, weighed 42,900 lbs.
[3] Apparently few of these guns saw service. Charge given is the maximum.
[4] Shrapnel ranges for the 32-pdrs. is essentially the same as with shot. The shrapnel weighed 32 lbs.
[5] This piece is often mistakenly labeled as being of 33 cwt.
[6] Not to be confused with the army 30-pdr. which had a 120-inch bore and weighed 4,200 lbs.
[7] Army 42-pdr. sea-coast gun rifled on the James system.
[8] Horatio Ames of Salisbury, Conn., made at least 5 pieces by his wrought iron process. Others were made of cast iron. Dahlgren gave the weight as 54 cwt. and Ames as about 5,500 lbs. Dimensions are from measurements of actual piece.
[9] Double banded. Measurements graciously furnished by Capt. Slade Cutter, USN Ret., U.S. Naval Historical Display Center, Washington, D.C. Length of bore is estimated.
[10] Double banded.
[11] A 12-pdr. light howitzer of 430 lbs. and 44-inch bore length was also available in limited supply.
[12] A few pieces of this model were made of iron or possibly cast steel weighing 790 lbs.
[13] Maximum range given in table for elevation of 45°.

The data in this table have been compiled from various contemporary works. These sources frequently conflict because of variations in individual guns, powder, measuring techniques or even changes in the state-of-art. Range tables often disagree because of projectile dispersion and other differences in conditions at the time of firing. While the table includes the major types of guns, no attempt has been made to include every available type.

E. B. Canfield,
October 16, 1966.

Initial Velocity of Guns

Type	Projectile	Weight, pounds	Charge, pounds	Initial Velocity, ft./sec.
15-inch Dahlgren.	Cored shot	400	60	1, 480
32-pdr. of 57 cwt.	Shot	32	9	1, 700
32-pdr. of 42 cwt.	Shot	32	6	1, 450
150-pdr. Parrott	Short shell	152	16	1, 234
100-pdr. Parrott	Long shell	101	10	1, 250

Cost of Guns

Type	Weight, pounds	Cost
15-inch Dahlgren	42, 000	$6, 500
11-inch Dahlgren	15, 900	1, 391
9-inch Dahlgren	9, 200	690
150-pdr. Parrott	16, 500	1, 900
100-pdr. Parrott	9, 800	1, 200
30-pdr. Parrott	3, 500	500
20-pdr. Parrott	1, 750	380
13-inch Mortar	17, 188	1, 341

NOTE.—The cost given above is representative but varied during the course of the war. Thus, the price of the 9-inch Dahlgren was 7.5 cents per pound until it was raised to 9.75 cents per pound in July 1863.

Armament of a Few Ships

Name	Tons	Type	Service	Date	15-in. Dahlgren	11-in. Dahlgren	9-in. Dahlgren	32 pdr. 42 cwt.	150 pdr. Parrott Rifle	100 pdr. Parrott Rifle	30 pdr. Parrott Rifle	50 pdr. Dahlgren Rifle	7-in. Brooke Rifle	6.4-in. Brooke Rifle	24 pdr. Howitzer	12 pdr. Howitzer
Commodore Jones	542	Ferry boat	NABS	1863	---	---	1	---	---	---	2	1	---	---	4	---
Kearsarge	1031	Steamer sloop	Cruiser	1864	---	2	---	4	---	---	1	---	---	---	---	---
Choctaw	1004	Ironclad	MS	1863	---	---	3	---	---	1	1	---	---	---	---	2
Saugus	1034	ST Monitor	NABS	1865	2	---	---	---	---	---	---	---	---	---	---	---
Onondaga	1250	TT Monitor	NABS	1864	2	---	---	---	2	---	---	---	---	---	---	---
Tennessee	1273	Ironclad ram	Confederacy	1864	---	---	---	---	---	---	---	---	2	4	---	---
Atlanta	------	Ironclad ram	Confederacy	1863	---	---	---	---	---	---	---	---	2	2	---	---
Hartford	2900	Steamer sloop	WGBS	1864	---	---	18	---	---	2	1	---	---	---	---	3
Pawnee	1289	Steamer sloop	SABS	1864	---	---	10	---	---	1	---	1	---	---	---	---

Abbreviations: ST =Single Turret.
TT =Twin Turret.
NABS =North Atlantic Blockading Squadron.
MS =Mississippi Squadron.
SABS =South Atlantic Blockading Squadron.
WGBS =West Gulf Blockading Squadron.

Admiral Dahlgren and Dahlgren gun on board USS *Pawnee* in Charleston Harbor.

"If the Navy be, indeed, the right arm of defense, her guns and ordnance . . . are the main sinews and arteries, the neglect of which would soon render it feebled and palsied. . . ."

—Memoirs of John A. Dahlgren, *1891, by Madeline V. Dahlgren.*

Born in 1809, John Adolphus Dahlgren became a Midshipman in 1826. In 1847 he organized an ordnance workshop at the Washington Navy Yard, which later became the Naval Gun Factory. He later developed a howitzer widely used in the Civil War, and designed the famous Dahlgren gun. In 1850 he urged construction of frigates armed entirely with heavy guns, anticipating the dreadnaughts of the next century. He later published several significant and widely-read works on ordnance. When the Civil War began, he took command of the Washington Navy Yard on President Lincoln's recommendation. He became a close friend and advisor of Lincoln, who relied greatly on his technical judgment. In 1862 he became Chief of the Bureau of Ordnance; in 1863, after a vote of appreciation from Congress, he became a Rear Admiral. Commanding the South Atlantic Blockading Squadron from 1863 to 1865, he participated in the bombardment of Fort Wagner and successfully commanded the naval forces in the 2-year seige of Charleston. He also supported General W. T. Sherman in his capture of Savannah. He commanded the South Pacific Squadron from 1866 to 1868, then again became Chief of the Bureau of Ordnance. A year later he assumed command of the Washington Navy Yard once more. Rear Admiral Dahlgren died in 1870.

Rightly called the "father of naval ordnance," he revolutionized the science of ordnance with his original work and set a standard for other navies. His technical genius made a major contribution to victory in the Civil War. A blue-water sailor as well as a scientist, Admiral Dahlgren brilliantly commanded a powerful naval force through 2 years of arduous wartime service, leaving behind him an example of productive study and gallantry in action.

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Appendix IV

ADDENDA TO APPENDICES OF VOLUMES I AND II

Part A

Addenda to Appendix II, Volume I

GUIDED MISSILE CRUISERS 1959–67

ALPHABETICAL LIST

ALBANY (CG–10)
BOSTON (CAG–1)
CANBERRA (CAG–2)
CHICAGO (CG–11)
COLUMBUS (CG–12)
GALVESTON (CLG–3)
LITTLE ROCK (CLG–4)
LONG BEACH (CGN–9)
OKLAHOMA CITY (CLG–3)
PROVIDENCE (CLG–6)
SPRINGFIELD (CLG–7)
TOPEKA (CLG–8)

NUMERICAL LIST

NOTE.—Data before conversion entered under original classification and hull number in Vol. I, Appendix II, pp. 203–222.

CAG–1 (BOSTON) Class
CAG–1 BOSTON (Reclassified 1/4/52 from CA–69)

Built at Bethlehem Steel Co., Quincy, Mass
Contract 7/1/40, Keel laid 6/30/41, Launched 8/26/42
Commissioned 6/30/43, Capt. John H. Carson commanding
Decommissioned 10/26/46
Converted at New York Shipbuilding Corp., Camden, N.J.
Contract 12/4/51, Commenced 4/11/52, Completed 10/4/55
Recommissioned 11/1/55, Capt. Charles B. Martell commanding

CAG–2 CANBERRA (Reclassified 1/4/52 from CA–70)

Built at Bethlehem Steel Co., Quincy, Mass.
Contract 7/1/40, Keel laid 9/3/41, Launched 4/19/43
Commissioned 10/4/43, Capt. Alexander R. Early commanding
Decommissioned 3/7/47
Converted at New York Shipbuilding Corp., Camden, N.J.
Contract 1/28/52, Commenced 6/30/52, Completed 6/1/56
Recommissioned 6/15/56, Capt. Charles Mauro commanding

CAG–1 thru CAG–2:

Length Overall: 673'5''; Extreme Beam: 70'10''
Full Load Displacement: 17,750 tons; Max. Draft: 26'6''
Designed Accommodations: Off: 110, Enl.: 1620
Designed Speed: Over 30 knots
Armament:
Gun Turrets: (2) 8''/50 triple
Gun Mounts: (2) 5''/38 twin, (4) 3''/50 twin
Missile Systems: (2) Terrier
Engines: No.: 4, Mfg.: GE, Type Drive: TR
Boilers: No.: 4, Mfg./Type: B/WSHC
Propulsion: Props.: 4, Designed Shaft Horsepower: Over 120,000.

CLG–3 (GALVESTON) Class:

CLG–3 GALVESTON (Reclassified CLG–93 from CL–93 1/4/56, from CLG–93 to CLG–3 5/23/57)

Built at Cramp Shipbuilding Co., Philadelphia, Pa.
Contract 10/29/40, Keel laid 2/20/44, Launched 4/22/45
Construction completed 5/24/46 (not commissioned—laid up).
Converted at Philadelphia Naval Shipyard, Philadelphia, Pa.
Contract 1/4/56, Commenced 8/15/56, Completed 9/14/59
Commissioned 5/28/58, Capt. John R. Colwell commanding

CLG–4 LITTLE ROCK (Reclassified 5/23/57 from CL–92)

Built at Cramp Shipbuilding Co., Philadelphia, Pa.
Contract 10/29/40, Keel laid 3/6/43, Launched 8/27/44
Commissioned 6/17/45, Capt. William E. Miller commanding
Decommissioned 6/24/49
Converted at Philadelphia Naval Shipyard, Philadelphia, Pa.
Contract 12/21/56, Commenced 1/30/57, Completed 5/6/60
Recommissioned 6/3/60, Capt. Jewett O. Phillips, Jr. commanding

CLG–5 OKLAHOMA CITY (Reclassified 5/23/57 from CL–91)

Built at Cramp Shipbuilding Co., Philadelphia, Pa.
Contract 9/11/40, Keel laid 12/8/42, Launched 2/20/44

Commissioned 12/22/44, Capt. Charles B. Hunt commanding
Decommissioned 6/30/47
Converted at Bethlehem Pacific Coast Steel Corp., San Francisco, Calif.
Contract 1/10/57, Commenced 5/21/57, Completed 8/31/60
Recommissioned 9/7/60, Capt. Ben W. Sarver commanding

CLG–3 thru CLG–5:

Length overall: 610'1"; Extreme Beam: 66'4"
Full Load Displacement: 14,400 tons; Max. Draft: 26'0"
Designed Accommodations:
Off.: 70 (CLG–3), 78 (CLG–4), 92 (CLG–5)
Enl.: 1099 (CLG–3), 1365 (CLG–4), 1249 (CLG–5)
Designed Speed: Over 30 knots
Armament:
Gun Turrets: (2) 6"/47 triple
Gun Mounts: (1) 5"/38 twin
Missile Systems: (1) Talos
Engines: No.: 4, Mfg.: GE, Type Drive: TR
Boilers: No.: 4, Mfg./Type: B/WSHC
Propulsion: Props.: 4, Designed Shaft Horsepower: Over 100,000

CLG–6 (PROVIDENCE) Class

CLG–6 PROVIDENCE (Reclassified 5/23/57 from CL–82)

Built at Bethlehem Steel Co., Quincy, Mass.
Contract 9/9/40, Keel laid 7/27/43, Launched 12/28/44

Experimental gunnery ship *Mississippi* (AG–128), the former battleship BB–41, made giant contributions in gunnery and ordnance developments. She launched the Navy into the age of the guided missile war ships. Her Terrier missile installation was completed in the Norfolk Yard by 9 August 1952, followed by successful firing in the Cape Cod area, off Georges Bank, 28–29 January 1953. Her newly developed Terrier missile systems made their first appearance in the active fleet in *Boston* (CAG–1) when recommissioned as a guided missile cruiser 1 November 1955, followed by *Canberra* (CAG–2) when recommissioned as a guided missile cruiser 15 June 1956.

Commissioned 5/15/45, Capt. William B. Jackson, Jr. commanding
Decommissioned 6/14/48
Converted at Boston Naval Shipyard, Boston, Mass.
Contract 7/23/56, Commenced 6/1/57, Completed 12/3/59
Recommissioned 9/17/59, Capt. Kenneth L. Veth commanding

CLG–7 SPRINGFIELD (Reclassified 5/23/57 from CL–66)

Built at Bethlehem Steel Co., Quincy, Mass.
Contract 7/1/40, Keel laid 2/13/43, Launched 3/9/44
Commissioned 9/9/44, Capt. Felix L. Johnson commanding
Decommissioned 1/31/50
Converted at Bethlehem Steel Co., Quincy, Mass.
Contract 1/10/57, Commenced 8/1/57, Completed 1/6/60
Recommissioned 7/2/60, Capt. Francis D. Boyle commanding

CLG–8 TOPEKA (Reclassified 5/23/57 from CL–67)

Built at Bethlehem Steel Co., Quincy, Mass.
Contract 7/1/40, Keel laid 4/21/43, Launched 8/19/44
Commissioned 12/23/44, Capt. Thomas L. Wattles commanding
Decommissioned 6/18/49
Converted at New York Naval Shipyard, New York
Contract 7/23/56, Commenced 8/18/57, Completed 4/14/60
Recommissioned 3/26/60, Capt. Frank L. Pinney, Jr. commanding

CLG–6 thru CLG–8

Length Overall: 610'1"; Extreme Beam: 66'4" (CLG–6); 66'6" (CLG–7&8)
Full Load Displacement: 14,000 tons; Max. Draft 26'0"
Designed Accommodations:
Off.: 98 (CLG–6); 89 (CLG–7&8)
Enl.: 1,288 (CLG–6); 1,245 (CLG–7); 1,206 (CLG–8)
Designed Speed: Over 30 knots
Armament:
Gun Turrets: (1) 6"/47 triple (CLG 6–7); (2) 6"/47 triple (CLG–8)
Gun Mounts: (1) 5"/38 twin (CLG 6–7); (3) 5"/38 twin (CLG–8)
Missile Systems: (1) Terrier
Engines: No.: 4, Mfg.: GE, Type Drive: TR
Boilers: No.: 4, Mfg./Type: B/WSHC
Propulsion: Props.: 4, Designed Shaft Horsepower: Over 100,000

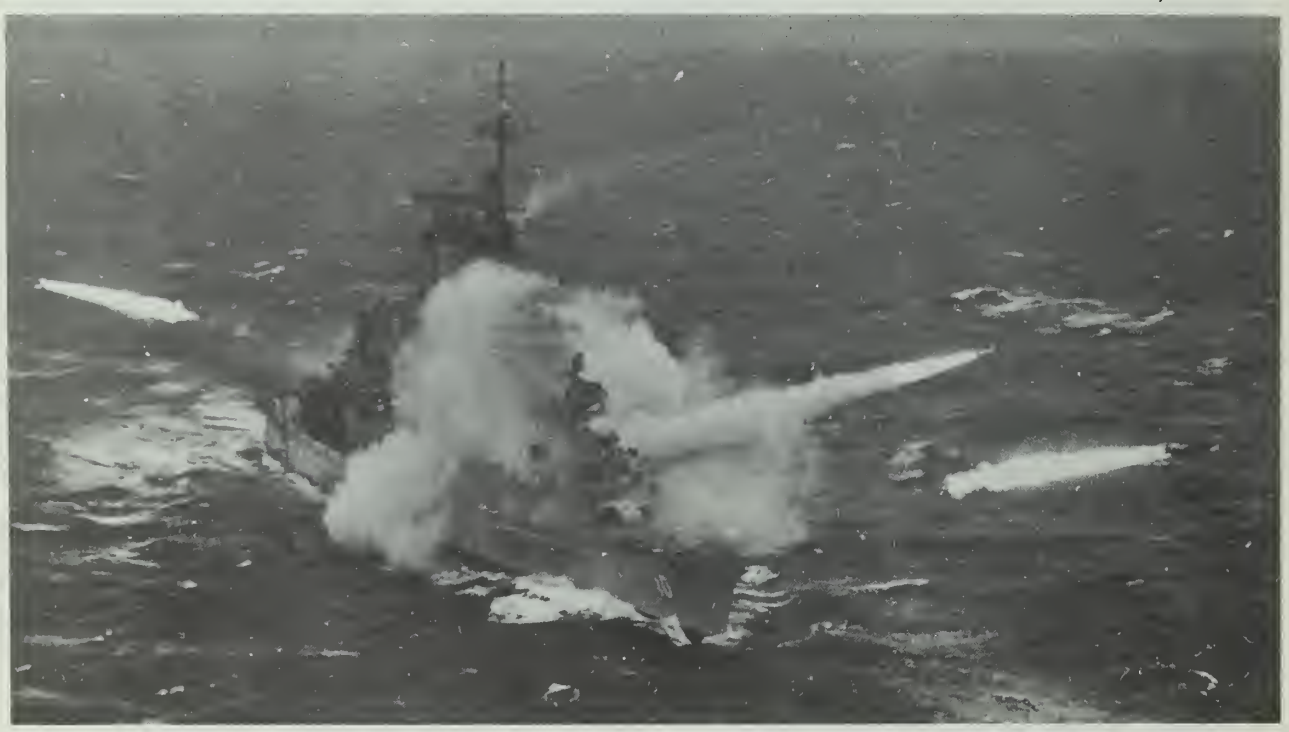
CG(N)–9 (LONG BEACH) Class:

CG(N)–9 LONG BEACH (ex CLG(N)–160, ex CG (N)–160)

Built at Bethlehem Steel Co., Quincy, Mass.
Contract 10/15/56, Keel laid 12/2/57, Launched 7/14/59
Commissioned 9/9/61, Capt. Eugene P. Wilkinson commanding

CG(N)–9

Length Overall: 721'3"; Extreme Beam: 73'3"
Full Load Displacement: 17,100 tons; Max. Draft 30'7"
Designed Accommodations: Off.: 79, Enl.: 1,081
Designed Speed: Over 30 Knots
Armament:
Gun Mounts: (2) 5"/38 single
Missile Systems: (1) Talos, (3) Terrier, (1) ASROC Group
Engines: No.: 2, Mfg.: FE, Type: Water-cooled nuclear reactors, 2 pressure geared steam turbines
Propulsion: Props.: 2, Designed Shaft Horsepower: Over 75,000



Guided missile cruiser USS *Albany* (CG–10) on 30 January 1963 successfully fired three surface-to-air test missiles simultaneously—the first such launching by any navy in the world.

CG–10 (ALBANY) Class:

CG–10 ALBANY (Reclassified 11/1/58 from CA–123)

Built at Bethlehem Steel Co., Quincy, Mass.
Contract 8/7/42, Keel laid 3/6/44, Launched 6/30/45
Commissioned 6/15/46, Capt. Harold A. Carlisle commanding
Decommissioned 6/30/58
Converted at Boston Naval Shipyard, Boston, Mass.
Contract 11/25/57, Commenced 1/2/59, Completed 11/2/62
Recommissioned 11/3/62, Capt. Ben B. Pickett commanding

CG–11 CHICAGO (Reclassfiied 11/1/58 from CA–136)

Built at Philadelphia Naval Shipyard, Philadelphia, Pa.
Contract 8/7/42, Keel laid 7/28/43, Launched 8/20/44
Commissioned 1/10/45, Capt. Richard R. Hartung commanding
Decommissioned 6/6/47
Converted at San Francisco Naval Shipyard, San Francisco, Calif.
Contract 9/23/58, Commenced 7/1/59, Completed 12/1/63
Recommissioned 5/2/64, Capt. John E. Dacey commanding

CG–12 COLUMBUS (Reclassified 9/30/59 from CA–74)

Built at Bethlehem Steel Co., Quincy, Mass
Contract 9/9/40, Keel laid 6/28/43, Launched 11/30/44
Commissioned 6/8/45, Capt. Allen Hobbs commanding
Decommissioned 5/8/59
Converted at Puget Sound Naval Shipyard, Bremerton, Wash.
Contract 9/23/58, Commenced 6/1/59, Completed 11/30/62
Recommissioned 12/1/62, Capt. Gideon M. Boyd commanding

CG–10 thru CG–12

Length Overall: 674'11''; Extreme Beam: 70'10''
Full Load Displacement: 17,700 tons, Max. Draft: 34'0''
Designed Accommodations:
Off.: 75 (CG–10), 61 (CG–11), 102 (CG–12)
Enl.: 1187 (CG–10), 1146 (CG–11), 1606 (CG–12)
Designed Speed: Over 30 knots.
Armament:
Gun Mounts: (2) 5''/38 single
Torpedo Tubes: (2) triple
Missile Systems: (2) Talos, (2) Terrier, (1) ASROC Group
Engines: No.: 4, Mfg.: FE, Type Drive: TR
Boilers: No.: 4, Mfg./Type: B/WSHC
Propulsion: Props: 4, Designed Shaft Horsepower: Over 100,000

Skate at the North Pole.

256-125 O - 68 - 54

Part B

Addenda to Appendix III, Volume I

SUBMARINES 1959–1967

DIESEL-ELECTRIC SUBMARINES—SS

SS–1 through SS–577: Data in Vol. 1, Appendix III, pp. 227–262

For hull numbers SSN–578 & 579 see "Nuclear Submarines SSN" below.

SS–580 BARBEL

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract: 8/24/55, Keel laid 5/18/56, Launched 7/19/58
Commissioned 1/17/59, Lt. Comdr. Ord Kimzey, Jr., commanding

SS–581 BLUEBACK

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract: 6/25/56, Keel laid 4/15/57, Launched 5/16/59
Commissioned 10/15/59, Lt. Comdr. Robert H. Gautier commanding

SS–582 BONEFISH

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 6/29/56, Keel laid 6/3/57, Launched 11/22/58
Commissioned 7/9/59, Lt. Comdr. Elmer H. Kiehl commanding

SS–580 through SS–582:

Length Overall: 219'6"
Extreme Beam: 29'
Surface Displacement: 2,155 tons; Mean Draft 27'11"
Submerged Displacement: 2,650
Accommodations: Off.: 8, Enl.: 69
Armament: Torpedo Tubes: 6
Designed Speed: Surfaced: 15.5 knots; Submerged: 18.3 knots
Engines: Mfr.: FM; Type Drive: DED
Motors: Mfr.: GE
Batteries: Mfr.: Exide Cells: 504
Fuel: Gallons: Classified
Designed Shaft Horsepower: 4,800
Propulsion: Props.: 1

583 and subsequent hull numbers assigned to SSN or SSBN (*q.v.*)

EXPERIMENTAL AUXILIARY SUBMARINE—AG(SS)

AG(SS)–555 DOLPHIN (Experimental deep-diving submarine)

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Authorized 8/10/60, Keel laid 11/9/62, Launched 22 May 1968

AG(SS)–555 (Designed Characteristics):

Length Overall: 152'; Extreme Beam: 19'4"
Submerged Displacement: 950 tons
Accommodations: Off.: 3, Enl. 15, Scientists: 4
Engines: Mfr.: GM, Type Drive: DE Mfr.: Yardnay
Propulsion: Props.: 1, Designed Shaft Horsepower: 1,650

NUCLEAR SUBMARINES—SSN

"Underway on nuclear power" was the terse message sent 17 January 1955 from *Nautilus* (SSN 571) as she moved out for her first sea trials. These words were destined to introduce a new dimension to American seapower. Thanks to nuclear power, submarines (including the Fleet Ballistic Missile classes) can be deployed at sea almost indefinitely to keep the peace watch. *Nautilus*, the world's first atomic-powered warship, had opened the era of nuclear propulsion in the United States Navy.

In January 1947, the first official Navy approval of a program for the development of submarine nuclear power plants was given by Chief of Naval Operations, Fleet Admiral Chester W. Nimitz. The following year the Atomic Energy Commission received from the Bureau of Ships, design and engineering proposals for the construction of a shipboard nuclear power plant.

The events leading to the milestone of *Nautilus* really began in 1939 when Navy scientists met for talks with Enrico Fermi about his theories on controlled nuclear fission. Dr. Ross Gunn, head physicist at the Naval Research Laboratory, aware of the astronomical amounts of fuel consumed by Navy ships, also had an idea. It was nuclear ship propulsion, also untested and hinging upon the accuracy of Fermi's theory. One of the early supporters of Gunn's vision was Rear Admiral Harold G. Bowen (later Vice Admiral) who was then Chief of the Bureau of Engineering. To Gunn,

the immediate problem was getting fissionable material in quantity. His early work, along with that of Dr. Phillip H. Abelson, was of great benefit to the Manhattan Project in the development of the atomic bomb. For a period, the making of the bomb transcended the efforts toward nuclear-propelled ships.

Following World War II, Navy scientists again set their sights toward nuclear ship propulsion. The Manhattan District was experimenting with atomic piles for the controlled production of power, and it also agreed in principle that ship propulsion probably offered the best immediate application for them. Thus, following the approval of Fleet Admiral Nimitz in 1947, a small group of Navy engineering officers was sent to Oak Ridge to investigate the feasibility of a submarine nuclear propulsion plant. Led by Vice Admiral (then Captain) Hyman G. Rickover, this group formed the nucleus team supervising the development and construction of *Nautilus* and led to the formal establishment within the Bureau of Ships (now Naval Ships System Command) and the Atomic Energy Commission of a nuclear submarine program, with Vice Admiral Rickover in charge.

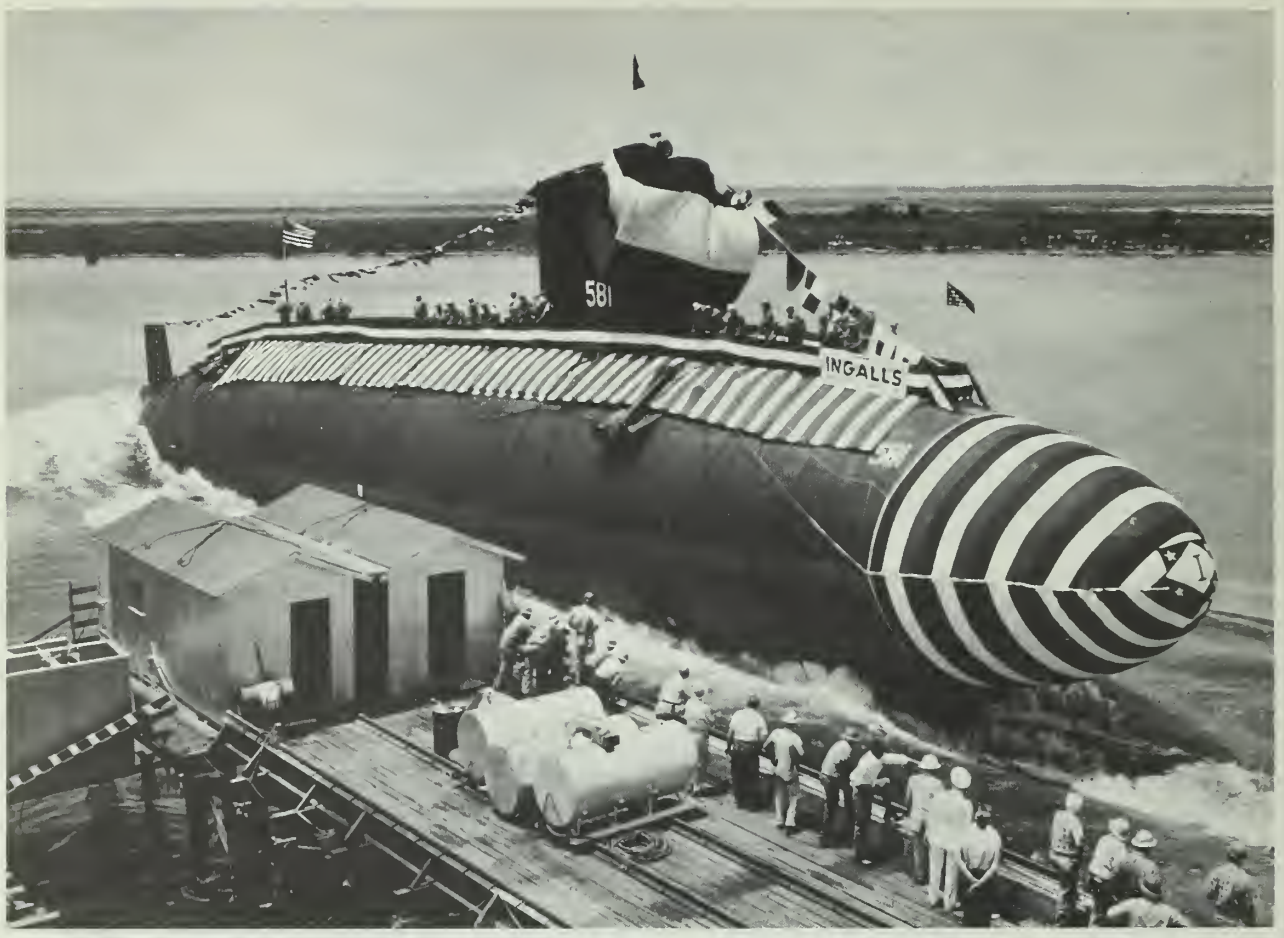
In March 1948, Dr. Vannevar Bush, Chairman of the Research and Development Board, stated that there was a strategic need for nuclear powered submarines. Ten months later, the Atomic Energy Commission let contracts for a prototype land-based reactor built at the National Reactor Station, Arco, Idaho. It became operational in March 1953, providing trained operators and invaluable data on new equipment for *Nautilus*. It has since served as a school for Navy trainees. The culmination and also a beginning, took place the morning of 17 January 1955 when Rear Admiral Eugene P. Wilkinson (then Commander) flashed the profound message from *Nautilus* as she left the yard of the Electric Boat Co., Groton, Conn.: "Underway on nuclear power."

". . . For much of my life, I have had faith in the submarine . . . and our great land of America. Each by being true to itself—seeking efficiency and power for noble ends—has been a blessing . . ."

—Fleet Admiral Chester W. Nimitz.

ALPHABETICAL LIST

ASPRO (SSN–648)
BARB (SSN–596)
BERGALL (SSN–667)
DACE (SSN–607)
FINBACK (SSN–670)
FLASHER (SSN–613)
FLYING FISH (SSN–673)
GATO (SSN–615)
GRAYLING (SSN–646)
GREENLING (SSN–614)
GUARDFISH (SSN–612)
GUITARRO (SSN–665)
GURNARD (SSN–662)
HADDO (SSN–604)
HADDOCK (SSN–621)
HALIBUT (SSN–587)
HAMMERHEAD (SSN–663)
HAWKBILL (SSN–666)
JACK (SSN–605)
LAPON (SSN–661)
NARWHAL (SSN–671)
NAUTILUS (SSN–571)
PARGO (SSN–650)
PERMIT (SSN–594)
PINTADO (SSN–672)
PLUNGER (SSN–595)
POGY (SSN–647)
POLLACK (SSN–603)
PUFFER (SSN–652)
QUEENFISH (SSN–651)
RAY (SSN–653)
SAND LANCE (SSN–660)
SARGO (SSN–583)
SCAMP (SSN–588)
SCORPION (SSN–589)
SCULPIN (SSN–590)
SEA DEVIL (SSN–664)
SEADRAGON (SSN–584)
SEAHORSE (SSN–669)
SEAWOLF (SSN–575)
SHARK (SSN–591)
SKATE (SSN–578)
SKIPJACK (SSN–585)
SNOOK (SSN–592)
SPADEFISH (SSN–668)
STURGEON (SSN–637)
SUNFISH (SSN–649)
SWORDFISH (SSN–579)
TAUTOG (SSN–639)
THRESHER (SSN–593)
TINOSA (SSN–606)
TRITON (SSN–586)
TULLIBEE (SSN–597)
WHALE (SSN–638)



Launching of *Blueback* (SS–581), one of the last fleet submarine with diesel-electric power contracted for and launched by the U.S. Navy. She incorporates all recent developments in submarine construction, with the exception of nuclear power, and far surpasses her predecessor types of diesel-electric submarines.

Nuclear-Powered Submarines (Multiple Ship Classes)

Characteristics	578 class (SKATE) 4 submarines	585 class [1] (SKIPJACK) 6 submarines	593 class (THRESHER) 14 submarines	637 class (STURGEON) 24 plus
Length overall	267′8″	251′9″	278′6″ 295′8″ (SSN 605)	292′3″.
Extreme beam	25′	31′7″	31′8″	31′8″.
Displacement:				
Surfaced	2,570 tons	3,075 tons	3,700 tons [2] 4,000 tons (SSN 605).	3,800 tons.
Submerged	2,861 tons	3,500 tons	4,300 tons 4,500 tons (SSN 605).	4,600 tons.
Propulsion	1 water-cooled nuclear reactor—steam turbine.	1 water-cooled nuclear reactor—steam turbines.	1 water-cooled nuclear reactor—steam turbines.	1 water-cooled nuclear reactor—steam turbine.
Torpedo tubes	6 (bow), 2 (stern)	6 (bow)	4 midships	4 (midships.)
Navigation system	Gyro only	Gyro only	SINS MK 2 Gyro	SINS MK 3 Gyro.
Accommodations:				
Officer	11	10	12	12.
Enlisted	82	89	88	95.

[1] SKIPJACK (SSN 585) was the first nuclear-powered submarine with hull streamlined to "teardrop shape."

[2] SSN 613–615 were laid down with original class dimensions but were later lengthened by 13′9″ to allow for increased shipboard equipment. Displacement tonnage corresponds to 637 class.

Nuclear-Powered Submarines (Single Ship Classes)

Characteristics	571 class (NAUTILUS) 1 submarine	575 class (SEAWOLF) 1 submarine	586 class (TRITON) 1 submarine	587 class (HALIBUT) [1] 1 submarine	597 class (TULLIBEE) 1 submarine
Length overall	323'9"	337'6"	447'5"	350'	273'.
Extreme beam	27'8"	27'8 '	36'11"	29'7"	23'4".
Displacement:					
Surfaced	3,533 tons	3,741 tons	5,939 tons	3,850 tons	2,216 tons.
Submerged	4,092 tons	4,287 tons	7,773 tons	4,895 tons	2,607 tons.
Propulsion	1 water-cooled nuclear reactor —steam turbine.	1 water-cooled nuclear reactor —steam turbine.[2]	2 water-cooled nuclear reactors—steam turbines.	1 water cooled nuclear reactor —steam turbine.	1 water cooled nuclear reactor —steam turbine.
Torpedo tubes	6 (bow)	6 (bow)	4 (bow) 2 (stern)	4 (bow) 2 (stern).	4 tubes.
Navigation system	Gyro only	Gyro only	Gyro only	SINS MK 2 gyro.	SINS MK 2 gyro.
Accommodations:					
Officer	13	13	17	12	7.
Enlisted	92	94	159	112	50.

[1] HALIBUT, originally classified a nuclear-powered guided missile submarine (SSGN-587), was armed with a *Regulus I* Missile Launcher. She launched the first guided missile ever fired from a nuclear powered submarine 2/25/60 off Oahu, Hawaii, and completed her last Regulus mission in 1964 when the Regulus Deterrent Program was terminated. She was reclassified to SSN-587 7/25/65.

[2] SEAWOLF (SSN-575) was originally powered by a liquid-sodium-cooled reactor that was replaced by a water-cooled reactor during overhaul (12/59-7/60).

NUMERICAL LIST

SSN–571 NAUTILUS

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 8/20/51, Keel laid 6/14/52, Launched 1/21/54
Commissioned 9/30/54, Comdr. Eugene P. Wilkinson commanding
Class: *Nautilus*

572–574 Diesel-electric powered submarines. See Vol. I, Appendix III, p. 261

SSN–575 SEAWOLF

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 7/21/52, Keel laid 9/15/53, Launched 7/21/55
Commissioned 3/30/57, Comdr. Richard B. Laning commanding
Class: *Seawolf*

576–577 Diesel-electric powered submarines. See Vol. I, Appendix III, p. 261

SSN 578 SKATE

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 7/18/55, Keel laid 7/21/55, Launched 5/16/57
Commissioned 12/23/57, Comdr. James F. Calvert commanding
Class: *Skate*

SSN–579 SWORDFISH

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract: 7/18/55, Keel laid 1/25/56, Launched 8/27/57
Commissioned 9/15/58, Lt. Comdr. Shannon D. Cramer, Jr., commanding
Class: *Skate*

580–582 Diesel-electric powered submarines. See Vol. I, Appendix III, p. 261

SSN–583 SARGO

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract: 9/29/55, Keel laid 2/21/56, Launched 10/10/57
Commissioned 10/1/58, Lt. Comdr. Daniel P. Brooks commanding
Class: *Skate*

SSN–584 SEADRAGON

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract: 9/29/55, Keel laid 6/20/56, Launched 8/16/58
Commissioned 12/5/59, Lt. Comdr. George P. Steele III commanding
Class: *Skate*

SSN–585 SKIPJACK

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 10/5/55, Keel laid 5/29/56, Launched 5/26/58
Commissioned 4/15/59, Lt. Comdr. William W. Behrens, Jr. commanding
Class: *Skipjack*

SSN–586 TRITON (Reclassified from SSRN 3/1/61)

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 10/5/55, Keel laid 5/29/56, Launched 8/19/58
Commissioned 11/10/59, Capt. Edward L. Beach commanding
Class: *Triton*

SSN–587 HALIBUT (Reclassified from SSGN 8/15/65)

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract: 3/9/56, Keel laid 4/11/57, Launched 1/9/59
Commissioned 1/4/60, Lt. Comdr. Walter Dedrick commanding
Class: *Halibut*

SSN–588 SCAMP

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract: 7/23/56, Keel laid 1/23/59, Launched 10/8/60
Commissioned 6/5/61, Lt. Comdr. Walter N. Dietzen, Jr. commanding
Class: *Skipjack*

SSN–589 SCORPION

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 1/3/57, Keel laid 8/20/58, Launched 12/19/59
Commissioned 7/29/60, Lt. Comdr. Norman B. Bessac commanding
Class: *Skipjack*

SSN–590 SCULPIN

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract: 1/18/57, Keel laid 2/3/58, Launched 3/31/60
Commissioned 6/1/61, Lt. Comdr. Cleo N. Mitchell, Jr. commanding
Class: *Skipjack*

SSN–591 SHARK

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract: 1/31/57, Keel laid 2/24/58, Launched 3/16/60
Commissioned 2/9/61, Lt. Comdr. John F. Fagan, Jr. commanding
Class: *Skipjack*

SSN–592 SNOOK

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract: 1/18/57, Keel laid 4/7/58, Launched 10/31/60
Commissioned 10/24/61, Lt. Comdr. Howard Bucknell III commanding

SSN–593 THRESHER

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract 1/15/58, Keel laid 5/28/58, Launched 7/9/60
Commissioned 8/3/61, Comdr. Deane W. Axene commanding
Class: *Thresher* (lost 4/10/63)

SSN–594 PERMIT

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract: 1/27/58, Keel laid 7/16/59, Launched 7/1/61
Commissioned 5/29/62, Lt. Comdr. Robert H. Blount commanding
Class: *Thresher*

SSN–595 PLUNGER

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract: 3/23/59, Keel laid 3/2/60, Launched 12/9/61
Commissioned 11/21/62, Comdr. William M. Adams, Jr. commanding
Class: *Thresher*

SSN–596 BARB

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract: 3/3/59, Keel laid 11/9/59, Launched 2/12/62
Commissioned 8/24/63, Comdr. Charles D. Grojean commanding
Class: *Thresher*

SSN–597 TULLIBEE

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 11/15/57, Keel laid 5/26/58, Launched 4/27/60
Commissioned 11/9/60, Comdr. Richard E. Jortberg commanding
Class: *Tullibee*

USS *Nautilus* (SSN–571)

For hull number SSBN 598 through 602 see "Fleet Ballistic Missile Submarines-SSBN" below.

SSN–603 POLLACK

Built at New York Shipbuilding Corp., Camden, N.J.
Contract: 3/3/59, Keel laid 3/14/60, Launched 3/17/62
Commissioned 5/26/64, Comdr. Harvey E. Lyon commanding
Class: *Thresher*

SSN–604 HADDO

Built at New York Shipbuilding Corp., Camden, N.J.
Contract: 3/3/59, Keel laid 9/9/60, Launched 8/18/62
Commissioned 12/16/64, Comdr. John G. Williams commanding
Class: *Thresher*

SSN–605 JACK

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract: 3/13/59, Keel laid 9/16/60, Launched 4/24/63
Commissioned 3/31/67, Lt. Comdr. Louis T. Urbanczyk, Jr. commanding
Class: *Thresher*

SSN–606 TINOSA

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract: 12/17/58, Keel laid 11/24/59, Launched 12/9/61
Commissioned 10/17/64, Comdr. Robert B. Brumsted commanding
Class: *Thresher*

SSN–607 DACE

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract: 3/3/59, Keel laid 6/6/60, Launched 8/18/62
Commissioned 4/4/64, Comdr. John A. Walsh commanding
Class: *Thresher*

For hull numbers SSBN 608 through 611 see "Fleet Ballistic Missile Submarines-SSBN" below.

SSN–612 GUARDFISH

Built at New York Shipbuilding Corp., Camden, N.J.
Contract: 6/9/60, Keel laid 2/28/61, Launched 5/15/65
Commissioned 12/20/66, Comdr. G. H. Hines commanding
Class: *Thresher*

SSN–613 FLASHER

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 6/9/60. Keel laid 4/14/61, Launched 6/22/63
Commissioned: 7/22/66, Comdr. Kenneth M. Carr commanding
Class: *Thresher*

SSN–614 GREENLING

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 6/9/60, Keel laid 8/15/61, Launched 4/4/64
Commissioned: 11/3/67, Comdr. Guy H. B. Schaffer commanding
Class: *Thresher*

SSN–615 GATO

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 6/9/60, Keel laid 12/15/61, Launched 5/14/64
Class: *Thresher*

For hull numbers SSBN 616 through 620 see "Fleet Ballistic Missile Submarines-SSBN" below.

SSN–621 HADDOCK

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract: 8/24/60, Keel laid 4/24/61, Launched 5/21/66
Class: *Thresher*

For hull numbers SSBN 622 through 636 see "Fleet Ballistic Missile Submarines-SSBN" below.

SSN–637 STURGEON

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 11/30/61, Keel laid 8/10/63, Launched 2/26/66
Class: *Sturgeon*

USS *Sturgeon* (SSN–637)

SSN-638 WHALE

Built at General Dynamics Corp., Quincy Div., Quincy, Mass.
Contract: 11/30/61, Keel laid 5/27/64, Launched 10/14/66
Class: *Sturgeon*

SSN-639 TAUTOG

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract: 11/30/61, Keel laid 1/27/64, launched 4/15/67
Class: *Sturgeon*

For hull numbers SSBN 640 through 645 see "Fleet Ballistic Missile Submarines-SSBN" below.

SSN-646 GRAYLING

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract: 9/5/62, Keel laid 5/12/64, launched 6/22/67
Class: *Sturgeon*

SSN-647 POGY

Built at New York Shipbuilding Corp., Camden, N.J.
Contract: 3/23/63, Keel laid 5/5/64, launched 6/3/67
Class: *Sturgeon*

SSN-648 ASPRO

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract: 3/26/63, Keel laid 11/23/64
Class: *Sturgeon*

SSN-649 SUNFISH

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 3/26/63, Keel laid 1/15/65, Launched 10/14/66
Class: *Sturgeon*

SSN-650 PARGO

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 3/26/63, Keel laid 6/3/64, Launched 9/17/66
Class: *Sturgeon*

SSN-651 QUEENFISH

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract: 3/26/63, Keel laid 5/11/64, launched 2/25/66
Commissioned 4/12/67, Lt. Comdr. Jackson B. Richard commanding
Class: *Sturgeon*

SSN-652 PUFFER

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract: 3/26/63, Keel laid 2/8/65
Class: *Sturgeon*

SSN-653 RAY

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract: 3/26/63, Keel laid 1/4/65, launched 6/21/66
Commissioned 4/12/67, Comdr. Albert L. Kelln, commanding
Class: *Sturgeon*

For hull numbers SSBN 654 through 659 see "Fleet Ballistic Missile Submarines-SSBN" below.

SSN-660 SAND LANCE

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract: 10/24/63, Keel laid 1/15/65
Class: *Sturgeon*

SSN-661 LAPON

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract: 5/28/64, Keel laid 7/26/65, Launched 12/16/66
Class: *Sturgeon*

SSN-662 GURNARD

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract: 10/24/63, Keel laid 12/22/64, Launched 5/20/67
Class: *Sturgeon*

SSN-663 HAMMERHEAD

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract: 5/28/64, Keel laid 11/29/65, Launched 4/15/67
Class: *Sturgeon*

SSN-664 SEA DEVIL

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract: 5/28/64, Keel laid 4/12/66
Class: *Sturgeon*

SSN-665 GUITARRO

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract: 12/18/64, Keel laid 12/9/65
Class: *Sturgeon*

SSN-666 HAWKBILL

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract: 12/18/64, Keel laid 9/12/66
Class: *Sturgeon*

SSN-667 BERGALL

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 3/9/65, Keel laid 4/16/66
Class: *Sturgeon*

SSN-668 SPADEFISH

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract: 3/9/65, Keel laid 12/21/66
Class: *Sturgeon*

SSN-669 SEAHORSE

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 3/9/65, Keel laid 8/13/66
Class: *Sturgeon*

SSN-670

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract: 3/9/65, Keel laid 6/26/67
Class: *Sturgeon*

SSN–671 NARWHAL

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract: 7/28/64, Keel laid 1/17/66
Class: *Sturgeon*

SSN–672 PINTADO

Built at Mare Island Div., San Francisco Bay Naval Shipyard
Contract: 12/29/65, Keel laid 8/22/67
Class: *Sturgeon*

FLEET BALLISTIC MISSILE SUBMARINES—SSBN

In 1955 the Navy stated its long range objective to develop a ballistic missile for use in submarines. This was within an overall plan for the development of the liquid-propelled Jupiter missile after the National Security Council recommended, and the President approved, "That a 1,500-mile ballistic missile system be developed."

In 1956 the Secretary of Defense authorized the Navy to proceed with the development of the Polaris missile, a smaller solid-propellant missile, and to terminate participation in the Jupiter program. By the end of 1956 the Secretary of the Navy had established the Navy Ballistic Missile Committee to direct the high-priority Fleet Ballistic Missile System and had given the Special Projects Office, headed by Rear Admiral William F. Raborn, U.S. Navy, the responsibility for the development of the entire missile system. The first Fleet Ballistic Missile test flight occurred 11 January 1958.

Also, in January 1958, construction was begun on the first three FBM submarines. The first one, GEORGE WASHINGTON (SSBN–598), had been laid down as SCORPION (SSN–598), but was cut in two and had a 130-foot missile launch tube section inserted. She launched 9 June 1959, commissioned 30 December 1959, and successfully launched the first two Polaris missiles ever fired by a submerged submarine 20 July 1960. Polaris first went on patrol 15 November 1960 when GEORGE WASHINGTON deployed from Charleston, S.C., for an operational patrol which set a new record of 66 days, 10 hours submerged continuously.

On 8 February 1961, submarine tender PROTEUS (AS–19) sailed to establish the first Polaris advanced base at Holy Loch, Scotland. After a distinguished record in World War II, she had been converted in the Charleston Naval Shipyard to serve as the Nation's first tender to service and repair FBM submarines and their Polaris missiles. She and four new tenders are now operational: HUNLEY (AS–31), HOLLAND (AS–32), SIMON LAKE (AS–33), and CANOPUS (AS–34).

The entire Polaris program has been keynoted by dedicated efforts and coordination of thousands of military men, a significant portion of American industry, and the development of new concepts of logistics and industrial management never before adapted to military administration. The Fleet Ballistic Missile Weapon System includes 41 Fleet Ballistic Missile Submarines now operational.

ALPHABETICAL LISTING—SSBN

ABRAHAM LINCOLN (SSBN–602)
ALEXANDER HAMILTON (SSBN–617)
ANDREW JACKSON (SSBN–619)
BENJAMIN FRANKLIN (SSBN–640)
CASIMIR PULASKI (SSBN–633)
DANIEL BOONE (SSBN–629)
DANIEL WEBSTER (SSBN–626)
ETHAN ALLEN (SSBN–608)
FRANCIS SCOTT KEY (SSBN–657)
GEORGE BANCROFT (SSBN–643)
GEORGE C. MARSHALL (SSBN–654)
GEORGE WASHINGTON (SSBN–598)
GEORGE WASHINTON CARVER (SSBN–656)
HENRY CLAY (SSBN–625)
HENRY L. STIMSON (SSBN–655)
JAMES K. POLK (SSBN–645)
JAMES MADISON (SSBN–627)
JAMES MONROE (SSBN–622)
JOHN ADAMS (SSBN–620)
JOHN C. CALHOUN (SBN–630)
JOHN MARSHALL (SSBN–611)
KAMEHAMEHA (SSBN–642)
LAFAYETTE (SSBN–616)
LEWIS AND CLARK (SSBN–644)
MARIANO G. VALLEJO (SSGN–658)
NATHANAEL GREENE (SSBN–636)
NATHAN HALE (SSBN–623)
PATRICK HENRY (SSBN–599)
ROBERT E. LEE (SSBN–601)
SAM HOUSTON (SSBN–609)
SAM RAYBURN (SSBN–635)
SIMON BOLIVAR (SSBN–641)
STONEWALL JACKSON (SSBN–634)
TECUMSEH (SSBN–628)
THEODORE ROOSEVELT (SSBN–600)
THOMAS A. EDISON (SSBN–610)
THOMAS JEFFERSON (SSBN–618)
ULYSSES S. GRANT (SBN–631)
VON STEUBEN (SSBN–632)
WILL ROGERS (SSBN–659)
WOODROW WILSON (SSBN–624)

Fleet Ballistic Missile Submarines

Characteristics	598 class (GEORGE WASHINGTON) 5 submarines	608 class (ETHAN ALLEN) 5 submarines	616 class (LAFAYETTE) 31 submarines
Length overall	381'8"	410'5"	425'.
Extreme beam	33'	33'	33'.
Displacement:			
Surfaced	5,900 tons	6,900 tons	7,250 tons.
Submerged	6,700 tons	7,900 tons	8,250 tons.
Propulsion	Water-cooled nuclear reactors—steam turbines.	Same	Same.
Torpedo tubes	6 (bow)	4 (bow)	4 (bow).
Missiles	16 Polaris A–1 [1]	16 Polaris A–2	16 Polaris A–2 or A–3.[2]
Missile tubes	16	16	16.
Launch system	Air ejection	Air ejection	Gas/steam gen.[3]
Fire control system	MK 80	MK 80	MK 84.
Navigation system	(SINS): 3, MK2.	Ships Inertial (SINS): 3, MK3.	SINS: 3 (SSBN–627:2), MK2. Navy Navigational Satellite Receiver.
Accommodations:			
Officer	12	15	20.
Enlisted	100	129	148.

[1] 598 class submarines have been retubed and given Polaris A–3 Capability during first overhaul period. Polaris A–1 officially retired from active Fleet duty 14 October 1965 when ABRAHAM LINCOLN (SSBN–602) returned to the United States for her initial overhaul.

[2] 616 class: First 8 submarines were deployed with Polaris A–2.

[3] 616 class: First 5 submarines have air ejection system. The last 22 have foamed resin jacket to replace shock cylinders between launcher tubes and outer tubes.

NUMERICAL LIST—SSBN

SSBN–598 (GEORGE WASHINGTON) Class

SSBN–598 GEORGE WASHINGTON

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 12/31/57, Keel laid 11/1/57, Launched 6/9/59
Commissioned 12/30/59, First deployment 11/15/60
Comdr. James B. Osborn, commanding Blue Crew
Comdr. John L. From, Jr., commanding Gold Crew

SSBN–599 PATRICK HENRY

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 12/31/57, Keel laid 5/27/58, Launched 9/22/59
Commissioned 4/9/60, First deployment 12/30/60
Comdr. Harold E. Shear commanding Blue Crew
Comdr. Robert J. L. Long commanding Gold Crew

SSBN–600 THEODORE ROOSEVELT

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract 3/13/58, Keel laid 5/20/58, Launched 10/3/59
Commissioned 2/11/61, First deployment 7/19/61
Comdr. William E. Sims commanding Blue Crew
Comdr. Oliver H. Perry, Jr., commanding Gold Crew

SSBN–601 ROBERT E. LEE

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 7/30/58, Keel laid 8/28/58, Launched 12/18/59
Commissioned 9/16/60, First deployment 5/2/61
Comdr. Reuben F. Woodall commanding Blue Crew
Comdr. Joe Williams, Jr., commanding Gold Crew

SSBN–602 ABRAHAM LINCOLN

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract 8/1/58, Keel laid 11/1/58, Launched 5/14/60
Commissioned 3/11/61, First deployment 8/28/61
Comdr. Leonard Erb commanding Blue Crew
Comdr. Donald M. Miller commanding Gold Crew

For hull numbers SSN 603 through 607, see "Nuclear Submarines" above.

SSBN–608 (ETHAN ALLEN) Class

SSBN–608 ETHAN ALLEN

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 7/17/58, Keel laid 9/14/59, Launched 11/22/60
Commissioned 8/8/61, First deployment 6/26/62
Capt. Paul L. Lacy, Jr., commanding Blue Crew
Comdr. William W. Behrens, Jr., commanding Gold Crew

SSBN–609 SAM HOUSTON

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 7/1/59, Keel laid 12/28/59, Launched 2/2/61
Commissioned 3/6/62, First deployment 10/10/62
Capt. William P. Willis, Jr., commanding Blue Crew
Comdr. Jack H. Hawkins commanding Gold Crew

SSBN–610 THOMAS A. EDISON

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 7/1/59, Keel laid 3/15/60, Launched 6/15/61
Commissioned 3/10/62, First deployment 11/7/62
Capt. Charles M. Young commanding Blue Crew
Comdr. Walter Dedrick commanding Gold Crew

SSBN–611 JOHN MARSHALL

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 7/1/59, Keel laid 4/4/60, Launched 7/15/61
Commissioned 5/21/62, First deployment 12/31/62
Comdr. Robert W. Stecher commanding Blue Crew
Comdr. Robert D. Donovan commanding Gold Crew

For hull numbers SSN 612 through 615, see "Nuclear Submarines" above.

SSBN–616 (LAFAYETTE) Class

SSBN–616 LAFAYETTE

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 7/22/60, Keel laid 1/17/61, Launched 5/8/62
Commissioned 4/23/63, First deployment 1/4/64
Comdr. Patrick J. Hannifin commanding Blue Crew
Comdr. James T. Strong commanding Gold Crew

SSBN–617 ALEXANDER HAMILTON

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 7/22/60, Keel laid 7/26/61, Launched 8/18/62
Commissioned 6/27/63, First deployment 3/16/64
Comdr. Norman B. Bessac commanding Blue Crew
Comdr. Benjamin F. Sherman, Jr., commanding Gold Crew

SSBN–618 THOMAS JEFFERSON

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 7/22/60, Keel laid 2/3/61, Launched 2/24/62
Commissioned 1/4/63, First deployment 10/28/63
Capt. Leon H. Rathbun, Jr., commanding Blue Crew
Comdr. Charles Priest, Jr., commanding Gold Crew

SSBN–619 ANDREW JACKSON

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract 7/23/60, Keel laid 4/26/61, Launched 9/15/62
Commissioned 7/3/63, First deployment 4/28/64
Comdr. Alfred J. Whittle, Jr., commanding Blue Crew
Comdr. James B. Wilson commanding Gold Crew

SSBN–620 JOHN ADAMS

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract 7/23/60, Keel laid 5/19/61, Launched 1/12/63
Commissioned 5/12/64, First deployment 11/3/64
Comdr. Lando W. Zech, Jr., commanding Blue Crew
Comdr. Paul J. Early commanding Gold Crew

For hull number SSN–621 see "Nuclear Submarines" above.

SSBN–622 JAMES MONROE

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 1/31/61, Keel laid 7/31/61, Launched 8/4/62
Commissioned 12/7/63, First deployment 6/1/64
Comdr. William H. Sandeford commanding Blue Crew
Comdr. Warren R. Cobean, Jr., commanding Gold Crew

SSBN–623 NATHAN HALE

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 1/31/61, Keel laid 10/2/61, Launched 1/12/63
Commissioned 11/23/63, First deployment 5/25/64
Comdr. Joseph W. Russel commanding Blue Crew
Comdr. Samuel S. Ellis commanding Gold Crew

SSBN–624 WOODROW WILSON

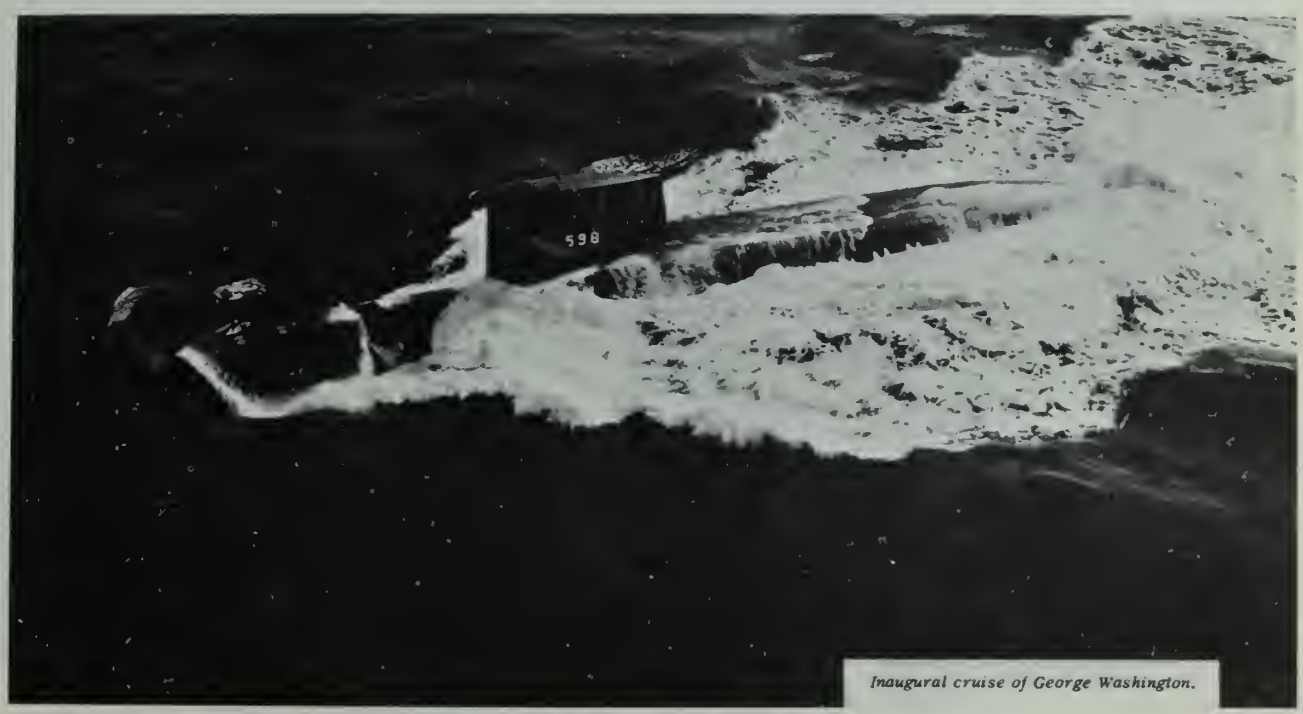
Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract 2/9/61, Keel laid 9/13/61, Launched 2/22/63
Commissioned 12/27/63, First deployment 7/2/64
Comdr. Cleo N. Mitchell, Jr., commanding Blue Crew
Comdr. Walter N. Dietzen, Jr., commanding Gold Crew

SSBN–625 HENRY CLAY

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 1/31/61, Keel laid 10/23/61, Launched 11/30/62
Commissioned 2/20/64, First deployment 8/17/64
Comdr. Thomas A. Bryce commanding Blue Crew
Comdr. John C. Lewis commanding Gold Crew

SSBN–626 DANIEL WEBSTER

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 1/31/61, Keel laid 12/28/61, Launched 4/27/63
Commissioned 4/9/64, First deployment 9/28/64
Comdr. Marvin S. Blair commanding Blue Crew
Comdr. Lloyd S. Smith commanding Gold Crew



Inaugural cruise of George Washington.

THE WHITE HOUSE

WASHINGTON

19 November 1963

Dear Admiral Galantin:

The Polaris firing I witnessed from the USS OBSERVATION ISLAND on 16 November was a most satisfying and fascinating experience. It is still incredible to me that a missile can be successfully and accurately fired from beneath the sea. Once one has seen a Polaris firing the efficacy of this weapons system as a deterrent is not debatable.

Thank you very much for allowing me to see a Polaris firing. Certainly, those of us who saw it are more conscious of the professional competence of our naval forces.

Would you please express my appreciation to the Commanding Officer and crew of the USS ANDREW JACKSON for their splendid performance.

With best wishes,

Sincerely,

JOHN F. KENNEDY

Rear Admiral I. J. Galantin, USN
Special Projects Officer
Main Navy
Washington, D. C.

President John F. Kennedy's letter to Admiral Ignatius J. Galantin

SSBN–627 JAMES MADISON

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 5/24/61, Keel laid 3/5/62, Launched 3/15/63
Commissioned 7/28/64, First deployment 1/17/65
Comdr. Joseph L. Skoog, Jr., commanding Blue Crew
Comdr. James D. Kearny commanding Gold Crew

SSBN–628 TECUMSEH

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 5/24/61, Keel laid 6/1/62, Launched 6/22/63
Commissioned 5/29/64, First deployment 1/24/65
Comdr. Arnett B. Taylor commanding Blue Crew
Comdr. George S. Carlisle commanding Gold Crew

SSBN–629 DANIEL BOONE

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract 7/21/61, Keel laid 2/6/62, Launched 6/22/63
Commissioned 4/23/64, First deployment 12/25/64
Comdr. George P. Steele III commanding Blue Crew
Comdr. Allen B. Crabtree commanding Gold Crew

SSBN–630 JOHN C. CALHOUN

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 7/20/61, Keel laid 8/18/62, Launched 6/22/63
Commissioned 9/15/64, First deployment 3/22/65
Comdr. Deane L. Axene commanding Blue Crew
Comdr. Frank A. Thurtell commanding Gold Crew

SSBN–631 ULYSSES S. GRANT

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 7/20/61, Keel laid 8/18/62, Launched 11/2/63
Commissioned 7/17/64, First deployment 2/6/65
Comdr. John L. From, Jr., commanding Blue Crew
Comdr. Carlton A. K. McDonald commanding Gold Crew

SSBN–632 VON STEUBEN

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 7/20/61, Keel laid 9/4/62, Launched 10/18/63
Commissioned 9/30/64, First deployment 3/28/65
Comdr. John P. Wise commanding Blue Crew
Comdr. Jeffrey C. Metzel, Jr., commanding Gold Crew

SSBN–633 CASIMIR PULASKI

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 7/20/61, Keel laid 1/12/63, Launched 2/1/64
Commissioned 8/14/64, First deployment 3/6/65
Capt. Robert L. J. Long commanding Blue Crew
Comdr. Thomas B. Brittain, Jr., commanding Gold Crew

SSBN–634 STONEWALL JACKSON

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract 7/21/61, Keel laid 7/4/62, Launched 11/30/63
Commissioned 8/26/64, First deployment 4/9/65
Comdr. John H. Nicholson commanding Blue Crew
Comdr. Richard A. Frost commanding Gold Crew

SSBN–635 SAM RAYBURN

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 7/20/61, Keel laid 12/3/62, Launched 12/20/63
Commissioned 12/2/64, First deployment 6/4/65
Capt. Oliver H. Perry, Jr., commanding Blue Crew
Comdr. William A. Williams III commanding Gold Crew

SSBN–636 NATHANAEL GREENE

Built at Portsmouth Naval Shipyard, Portsmouth, N.H.
Contract 7/21/61, Keel laid 5/21/62, Launched 5/12/64
Commissioned 12/19/64, First deployment 6/21/65
Comdr. Robert E. Crispin commanding Blue Crew
Comdr. William M. Cossaboom commanding Gold Crew

For hull numbers 637 through 639 see "Nuclear Submarines" above.

SSBN–640 BENJAMIN FRANKLIN

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 4/24/62, Keel laid 5/25/63, Launched 12/5/64
Commissioned 10/22/65, First deployment 5/6/66
Capt. Donald M. Miller commanding Blue Crew
Comdr. Ross N. Williams commanding Gold Crew

USS *Benjamin Franklin* (SSBN–640), the 30th of the 41 Polaris submarines

SSBN–641 SIMON BOLIVAR

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 4/24/62, Keel laid 4/17/63, Launched 8/22/64
Commissioned 10/29/65, First deployment 4/27/66
Comdr. Charles H. Griffiths commanding Blue Crew
Comdr. Charles A. Orem commanding Gold Crew

SSBN–642 KAMEHAMEHA

Built at Mare Island Div., San Francisco Bay Naval Shipyard, Vallejo, Calif.
Contract 8/15/62, Keel laid 5/2/63, Launched 1/16/65
Commissioned 12/10/65, First deployment 8/6/66
Comdr. Roth S. Leddick commanding Blue Crew
Comdr. Robert W. Diekieson commanding Gold Crew

SSBN–643 GEORGE BANCROFT

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 11/1/62, Keel laid 8/24/63, Launched 3/20/65
Commissioned 1/22/66, First deployment 7/26/66
Capt. Joe Williams, Jr., commanding Blue Crew
Comdr. Walter M. Douglass commanding Gold Crew

SSBN–644 LEWIS AND CLARK

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 11/1/62, Keel laid 7/29/63, Launched 11/21/64
Commissioned 12/22/65, First deployment 6/23/66
Comdr. John F. Fagen commanding Blue Crew
Comdr. Kenneth A. Porter commanding Gold Crew

SSBN–645 JAMES K. POLK

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 11/1/62, Keel laid 11/23/63, Launched 5/22/65
Commissioned 4/16/66, First deployment 10/14/66
Comdr. Frank D. McMullen, Jr., commanding Blue Crew
Comdr. Robert M. Douglass commanding Gold Crew

For hull numbers 646 through 653 see "Nuclear Submarines" above.

SSBN–654 GEORGE C. MARSHALL

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 6/28/63, Keel laid 3/2/64, Launched 5/21/65
Commissioned 4/29/66, First deployment 10/25/66
Comdr. Warren R. Cobean, Jr., commanding Blue Crew
Comdr. Edwin L. McCutcheon commanding Gold Crew

SSBN–655 HENRY L. STIMSON

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 6/28/63, Keel laid 4/4/64, Launched 11/13/65
Commissioned 8/20/66, First deployment 2/23/67
Capt. Richard E. Jortberg commanding Blue Crew
Comdr. Robert H. Weeks commanding Gold Crew

SSBN–656 GEORGE WASHINGTON CARVER

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 7/29/63, Keel laid 8/24/64, Launched 8/14/65
Commissioned 6/15/66, First deployment 12/21/66
Capt. Robert D. Donavan commanding Blue Crew
Comdr. Carl J. Lidel commanding Gold Crew

SSBN–657 FRANCIS SCOTT KEY

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 7/29/63, Keel laid 12/5/64, Launched 4/23/66
Commissioned 12/3/66
Capt. Frank W. Graham commanding Blue Crew
Comdr. Joseph B. Logan commanding Gold Crew

SSBN–658 MARIANO G. VALLEJO

Built at Mare Island Div., San Francisco Bay Naval Shipyard
Contract 7/29/63, Keel laid 7/7/64, Launched 10/23/65
Commissioned 12/16/66
Comdr. Douglas B. Guthe commanding Blue Crew
Comdr. John K. Nunneley commanding Gold Crew

SSBN–659 WILL ROGERS

Built at General Dynamics Corp., Electric Boat Div., Groton, Conn.
Contract 7/29/63, Keel laid 3/20/65, Launched 7/21/66
Commissioned 4/1/67
Capt. Robert Y. Kaufman commanding Blue Crew
Comdr. William J. Coubell commanding Gold Crew

660 and subsequent hull numbers classified SSN (*q.v.*)

THE POLARIS MISSILES

Polaris, named for the North Star, is a two-stage ballistic missile powered by solid fuel rocket motors and guided by a self-contained inertial guidance system independent of external commands or control. There are currently two generations of Polaris, A–2 and A–3. Polaris A–1 was officially retired from active fleet duty when USS ABRAHAM LINCOLN (SSBN 602), the last of the first five SSBNs to carry it, returned to the United States 14 October 1965, for her initial overhaul.

The 1,200 nautical mile range Polaris A–1, was 28 feet long, 4½ feet in diameter, and weighed about 30,000 pounds. Each of its motors exerted thrust through four nozzles in the motor base. Thus vector (direction) control was exercised by devices called jetavators. Both motor cases were made of steel.

The first underwater launching of a Polaris test vehicle from a submarine was successfully conducted by the Navy's first Polaris carrying submarine USS GEORGE WASHINGTON (SSBN–598) on 20 July 1960, while cruising submerged off Cape Canaveral, Florida. Less than three hours later she successfully launched a second Polaris missile.

The 1,500 nautical mile range operational Polaris A–2 missile is similar to the A–1 in general appearance and diameter. However, A–2 is 30 inches longer and uses a more powerful solid propellant than A–1. Pioneering features include a second stage rocket motor case made of wound glass fiber instead of steel and rotating nozzles instead of jetavators.

The first test of an A–2 missile from a submerged submarine was successfully conducted on 23 October 1961, by USS ETHAN ALLEN (SSBN–608) off the Florida coast.

Polaris A–3 is a significantly greater advance over the A–2 than was the A–2 over A–1. In terms of hardware design, Polaris A–3 is approximately an 85 percent new missile.

The first launching of the 2,500 nautical mile range operational Polaris A–3 from a submerged submarine took place 26 October 1963 from USS ANDREW JACKSON (SSBN–619) while cruising submerged off the Florida coast. The completely successful test was followed by another from the same submarine 11 November 1963.

A Polaris 2,500 mile range A–3 missile fired from USS *Lewis and Clark* (SSBN–644)

The Polaris A–3 missile became operational 28 September 1964 when USS DANIEL WEBSTER (SSBN–626) began her initial operational patrol with 16 A–3's on board. USS DANIEL BOONE (SSBN–629) began the initial operational patrol in the Pacific 25 December 1964. The FBM weapon system became truly a global deterrent.

While the Polaris A–3 will leave no spot unreachable by the Polaris submarines hidden in the oceans of the world, the effectiveness of the Polaris system is best measured by the deterrent strength this capability gives our country in its ceaseless efforts to prevent nuclear war and to maintain peace.

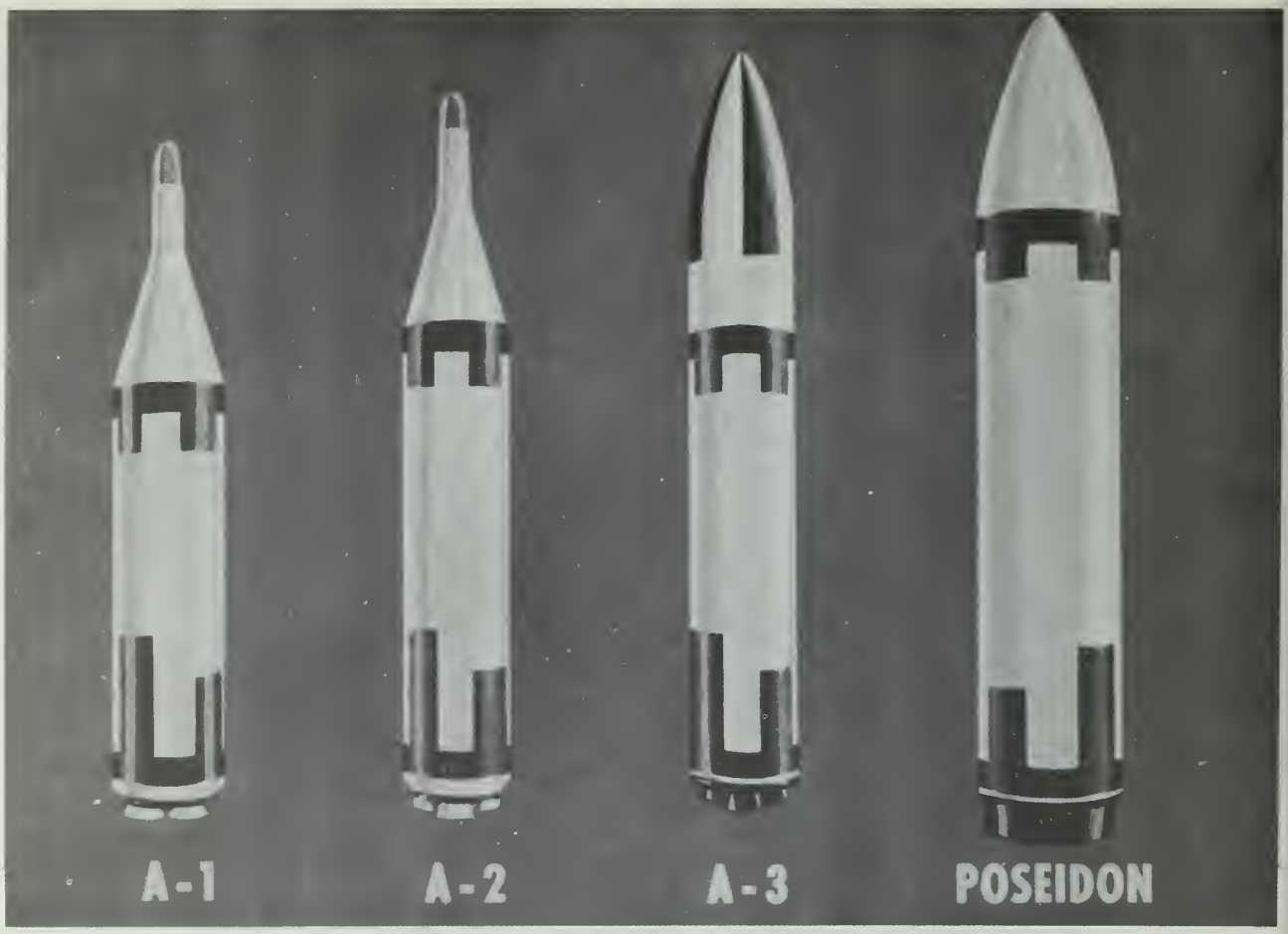
THE POSEIDON MISSILE

On 18 January 1965, President Johnson announced in a special message to the Congress that his administration proposed to develop a new missile for the Fleet Ballistic Missile Weapon System—Poseidon.

Poseidon is named after the god of the sea in Greek mythology. This name is particularly appropriate for this seabased missile. The mythological Poseidon was known as the "earth-shaker" because of his ability to cause earthquakes far inland. But he was also known as "the preserver" because he could send calm seas.

Poseidon, which is designated C–3, will be 100 percent different from the Polaris A–3. It will be 6 feet in diameter, as opposed to the 4½-foot Polaris. It will be 3 feet longer than the 31-foot A–3. Yet despite this increase in size the growth potential of the ballistic missile submarine launching system will enable the Navy to fit Poseidon missiles into the same 16 missile tubes that carry Polaris.

Poseidon will have double the payload of the Polaris A–3. It will be twice as accurate. As a result, its effectiveness against a hardened target will be some eight times greater than the latest version of Polaris. Increased accuracy and flexibility will permit its use against a broader range of possible targets with added assurance of penetration of enemy defenses. Like Polaris A–3, it will be able to reach any spot on earth from its submerged nuclear-powered nesting place.



Submarine Ballistic Missiles

Polaris Missiles (A–1, A–2, A–3) Descriptive Summary Comparison

Characteristics	Polaris A–1	Polaris A–2	Polaris A–3
Length	28. 5′	31′	31′.
Diameter	54″	54″	54″.
Weight	15T.		
Powered stages	2	2	2.
Motor case materials	1st stage—steel; 2d stage—steel.	1st stage—steel; 2d stage—Glass Fiber.[1]	1st stage—glass fiber;[2] 2d stage—glass fiber.[2]
Nozzles	4	4	4.
Controls	1st stage—Jetavators;[1] 2d stage—Jetavators.[1]	1st stage—Jetavators;[1] 2d stage—Rotating nozzles.[1]	1st stage—Rotating nozzles;[1] 2d stage—Fluid injection.[1]
Propellant	Solid; Polyurethane; Ammonium perchlorate; light metals.	Solid; 1st stage—Polyurethane etc., as in A–1; 2d stage—Double base.	Solid; Formulation not releasable; 2d stage—Double base.
Guidance	All inertial	All inertial	All inertial.[3]
Range	1,200 N.M. (1,375 S.M.)	1,500 N.M. (1,725 S.M.)	2,500 N.M. (2,880 S.M.).
Warhead	Nuclear	Nuclear	Nuclear.

[1] Devised and first flown by Navy in Polaris development program. (Small Glass-Fiber motor case bad previously flown in Vanguard program. Polaris was first large Glass-Fiber rocket motor case).

[2] First large ballistic missile to use glass motor cases for all stages.

[3] Inertial guidance system of Polaris A–1 and A–2 was smallest system built at that time. Inertial guidance system of A–3 is about two-thirds smaller than A–1, A–2 system.

SUBMARINE TENDERS—AS

ALPHABETICAL LIST

CANOPUS (AS–34)
DIXON (AS–37)
HOLLAND (AS–32)
HUNLEY (AS–31)
L. Y. SPEAR (AS–36)
PROTEUS (AS–19)
SIMON LAKE (AS–33)

NUMERICAL LIST

AS–1 through AS–18: Data in Vol. I, Appendix III, see pp. 264–266

AS–19 PROTEUS

Built at Moore Shipbuilding & Drydock Co., Oakland, Calif.
Contract 12/30/40, Keel laid 9/15/41, Launched 11/12/42
Commissioned 1/31/44, Capt. Robert W. Berry commanding
Decommissioned 9/26/47—Placed in service at New London, Conn.
Converted* at Charleston Naval Shipyard, Charleston, S.C.
Recommissioned 7/8/60, Capt. Richard B. Laning commanding
First deployment 2/8/61

AS–19:

Length Overall: 529'6" (1944); 573'6" (1960)
Extreme Beam: 73'4" (1944); 73'4" (1960)
Full Load Displacement: 18,000 tons (1944); 20,295 tons (1960)
Maximum Navigational Draft: 23'6" (1944); 25'7" (1960)

Accommodations: Off.: 84, Enl.: 1,555 (1944). Off.: 80, Enl.: 1,338 (1960)

Armament: (1944) 5"/38: (4); 40mm: (4) twin; 20mm: (23) single. (1960) 5"/38: (1)

Designed Speed: 18.5 knots (1944); 12 knots (1960)
Engines: No.: 2; Mfr.: GM; Type Drive: DER
Propulsion: Props.: 2; Designed Shaft Horsepower: Over 7,000

AS–20 through AS–26: Data in Vol. I, Appendix III, pp. 264–266

AS–27 through AS–30: Redesignated Destroyer Tenders

AS–31 (HUNLEY) Class·

AS–31 HUNLEY

Built at Newport News Shipbuilding & Dry Lock Co., Newport News, Va.
Contract 8/31/61, Keel laid 3/5/62, Launched 9/28/61
Commissioned 6/16/62, Capt. Douglas N. Syverson commanding
First deployment 3/21/64

AS–32 HOLLAND

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract 8/31/61, Keel laid 3/5/62, Launched 1/19/63
Commissioned 9/7/63, Capt. Charles W. Styler, Jr., commanding
First deployment 3/21/64

AS–31 through AS–32

Length Overall: 599'
Extreme Beam: 90'3"
Full Load Displacement: 17,909 tons
Maximum Draft: 24'8"
Accommodations: Off.: 90; Enl.: 1,411
Armament: (4) 3"/50
Designed Speed: 19.5 knots
Engines: No.: 1; Mfr.: FM; Type Drive: D.E.
Propulsion: Props.: 1; Designed Shaft Horsepower: Over 12,000

AS–33 (SIMON LAKE) Class:

AS–33 SIMON LAKE

Built at Puget Sound Naval Shipyard, Bremerton, Wash.
Contract 8/8/62, Keel laid 1/7/63, Launched 2/8/64
Commissioned 11/7/64, Capt. James B. Osborn commanding
First deployment 7/28/65

AS–34 CANOPUS

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract 9/19/63, Keel laid 3/2/64, Launched 2/12/65
Commissioned 11/4/65, Capt. John W. Barrett commanding

AS–33 through AS–34

Length Overall: 643'8"
Extreme Beam: 85'
Full Load Displacement: 19,934 tons (AS–33); 21,099 tons (AS–34)
Maximum draft: 23'6"
Accommodations: Off.: 79; Enl.: 1,294
Armament: (2) 3"/50
Designed Speed: 19.3 knots
Engines: No.: 1; Mfg.: DEL; Type Drive: DE
Propulsion: Props.: 1; Designed Shaft Horsepower: Over 12,000

AS–35 Construction deferred. Contract not awarded.

AS–36 (L. Y. SPEAR) Class:

AS–36 L. Y. SPEAR

Built at General Dynamics Corp., Quincy Div., Quincy, Mass.
Contract 5/12/65, Keel laid 5/5/66

AS–37 DIXON

Built at General Dynamics Corp., Quincy Div., Quincy, Mass.
Contract 4/20/66

AS–36 through AS–37 (Designed Characteristics):

Length Overall: 643'8"
Extreme Beam: 85'
Full Load Displacement: 22,640 tons
Maximum Draft: 24'8"
Accommodations: Off.: 96; Enl.: 1,252
Armament: 5"/38 (2)
Propulsion: Props.: 1; Designed Shaft Horsepower: Over 18,000

*NOTE.—Especially converted (1/19/59–7/8/60) as the Nation's first tender to service and repair FBM submarines and their Polaris missiles. Conversion called for a six-deck-high addition amidships, 44 feet long and with a beam of 73 feet, weighing 500 tons. This conversion was achieved by cutting the ship in drydock, sealing the after end which contained mostly machinery, flooding the forward end, floating the after end into position 44 feet down, and building the 44-foot section in place in the drydock. The ship was cut in half amidships on 7–8 June 1959, and the mass welding work was completed on 22 July 1959. The work proceeding from that point was completed some 11 months later.

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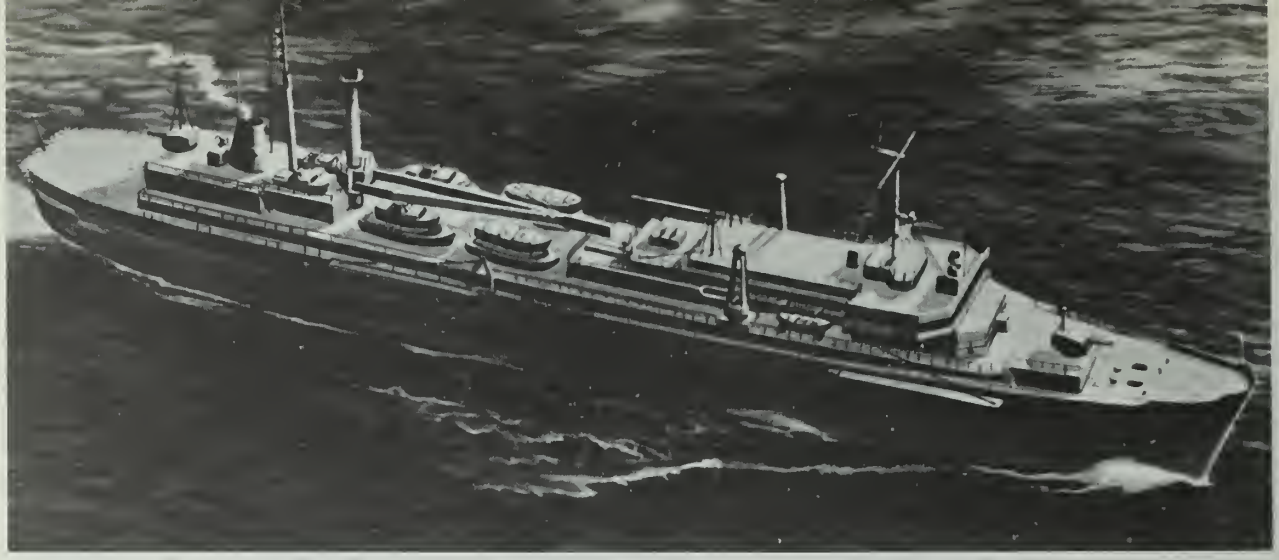


USS *L. Y. Spear* (AS-36)

Part C

Addenda to Appendix IV, Volume I

DESTROYER TYPES 1959–1967

DESTROYERS—DD

ALPHABETICAL LIST

EDSON (DD-946)
MORTON (DD-948)
PARSONS (DD-949)
RICHARD S. EDWARDS (DD-950)
SOMERS (DD-947)
TURNER JOY (DD-951)

NUMERICAL LIST

Torpedo Boats: Data in Volume I, Appendix IV (*q.v.*)

DD-1 through DD-945: Data in Volume I, Appendix IV (*q.v.*)

DD-946 EDSON

Built at Bath Iron Works Corp., Bath, Maine
Contract 1/27/56, Keel laid 12/3/56, Launched 1/4/58
Commissioned 11/7/58, Comdr. Thomas J. Moriarty commanding

DD-947 SOMERS

Built at Bath Iron Works Corp., Bath, Maine
Contract 1/27/56, Keel laid 3/4/57, Launched 5/30/58
Commissioned 4/3/59, Comdr. Edward J. Cummings, Jr., commanding
Decommissioned 4/11/66 for conversion to DDG-34 (*q.v.*)

DD-948 MORTON

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract 1/27/56, Keel laid 3/4/57, Launched 5/23/58
Commissioned 5/26/59, Comdr. William C. Young commanding

DD-949 PARSONS

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract 1/27/56, Keel laid 6/17/57, Launched 8/19/58
Commissioned 10/29/59, Comdr. William R. Loomis commanding
Decommissioned 1/19/66 for conversion to DDG-33 (*q.v.*)

DD-950 RICHARD S. EDWARDS

Built at Puget Sound Bridge & Dredging Co., Seattle, Wash.
Contract 1/27/56, Keel laid 12/20/56, Launched 9/24/57
Commissioned 2/5/59, Comdr. Richard R. Law commanding

DD-951 TURNER JOY

Built at Puget Sound Bridge & Dredging Co., Seattle, Wash.
Contract 1/27/56, Keel laid 9/30/57, Launched 5/5/58
Commissioned 8/3/59, Comdr. Ralph S. Wentworth, Jr., commanding

DD-946 through DD-951:

Length Overall: 418′5″; Extreme Beam: 45′2″
Full Load Displacement: 4,200 tons (DD-946 through DD-949), 4,049 tons (DD-950 and DD-951)
Max. Nav. Draft: 20′5″
Designed Accommodations:
Off.: 25, Enl.: 339 (DD-946 through DD-949). Off.: 23, Enl.: 331 (DD-950 and DD-951)
Designed Speed: Over 30 knots
Armament: Gun Mounts: (3) 5″/54 single, (2) 3″/50 twin; (2) triple torpedo tubes; (1) depth charge track; (2) depth charge projectors; (1) DASH System; (1) ASROC Group
Engines: No.: 2, Mfr.: GE, Type Drive: TR
Boilers: No.: 4, Mfr./Type: B/W
Propulsion: Props.: 2, Designed Shaft Horsepower: Over 70,000

USS *Richard S. Edwards*

DD–952 through DD–959: Redesignated before keel laying as DDG–2 through DDG–9 (*q.v.*)

DD–960 through DD–961: Built for Japan (Offshore Procurement) under the Military Assistance Program: (Modified *Fletcher* Class)

GUIDED MISSILE DESTROYERS—DDG

ALPHABETICAL LIST

BARNEY (DDG–6)
BENJAMIN STODDERT (DDG–22)
BERKELEY (DDG–15)
BUCHANAN (DDG–14)
CHARLES F. ADAMS (DDG–2)
CLAUDE V. RICKETTS (DDG–5)
COCHRANE (DDG–21)
CONYNGHAM (DDG–17)
DECATUR (DDG–31)
GYATT (DDG–1)
GOLDSBOROUGH (DDG–20)
HENRY B. WILSON (DDG–7)
HOEL (DDG–13)
JOHN KING (DDG–3)
JOHN PAUL JONES (DDG–32)
JOHN S. McCAIN (DDG–36)
JOSEPH STRAUSS (DDG–16)
LAWRENCE (DDG–4)
LYNDE McCORMICK (DDG–8)
MITSCHER (DDG–35)
PARSONS (DDG–33)
RICHARD E. BYRD (DDG–23)
ROBISON (DDG–12)
SAMPSON (DDG–10)
SELLERS (DDG–11)
SEMMES (DDG–18)
SOMERS (DDG–34)
TATTNALL (DDG–19)
TOWERS (DDG–9)
WADDELL (DDG–24)

NUMERICAL LIST

DDG–1 GYATT (ex-DDG–712, DD–712)

Built at Federal Shipbuilding & Drydock Co., Newark, N.J.
Contract 8/7/42, Keel laid 9/7/44, Launched 4/15/45
Commissioned 7/2/45, Comdr. A. D. Kaplan commanding
Decommissioned 10/31/55, Converted at Boston Naval Shipyard
Contract 8/24/55, Commenced 11/1/55
Recommissioned 12/3/56, Comdr. Charles F. Helme, Jr., commanding

DDG–1:

Length Overall: 391′, Extreme beam: 41′
Full Load Displacement: 3,450 tons, Max. Draft: 19′
Designed Accommodations: Off.: 21, Enl.: 275
Designed Speed: Over 30 knots
Armament: Gun Mounts: (1) 3″/50, (1) 5″/38; (1) Terrier Missile System; (2) torpedo tubes
Engines: No.: 2, Mfr.: WESTGH, Type Drive: TR
Boilers: No.: 4, Mfr./Type: B/WSHC
Propulsion: Props.: 2, Designed Shaft Horsepower: Over 58,000

DDG–2 (CHARLES F. ADAMS) Class:

NOTE.—Converted into the World's first guided missile destroyer to test feasibility of utilizing missile weapons systems on board destroyers. She also received the first American warship installation of the Denny-Brown stabilization system to minimize rolling and thus provide a more stable platform for functional test and evaluation of the missile system. The stabilizers were two 45-square-foot retractable fins extending out from amidships and located below her waterline. The missile installation was removed in the Charleston Naval Shipyard (Jun–Oct 1962), and she reverted to DD–712. Reclassification from DD–712 to DDG–712 (12/1/56); to DDG–1 (5/27/57); to DDG–712 (10/2/62). Data as DD–712 in Volume I, Appendix IV, p. 216 (q.v.)

DDG–2 CHARLES F. ADAMS

Built at Bath Iron Works Corp., Bath., Maine
Contract 3/28/57, Keel laid 6/16/58, Launched 9/8/59
Commissioned 9/10/60, Comdr. William R. Munroe, Jr., commanding

DDG–3 JOHN KING

Built at Bath Iron Works Corp., Bath, Maine
Contract 3/28/57, Keel laid 8/25/58, Launched 1/30/60
Commissioned 2/4/61, Comdr. Albert M. Sackett commanding

DDG–4 LAWRENCE

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 3/28/57, Keel laid 10/27/58, Launched 2/27/60
Commissioned 1/6/62, Comdr. Thomas W. Walsh commanding

DDG–5 CLAUDE V. RICKETTS (Name changed from BIDDLE 7/22/64)

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 3/28/57, Keel laid 5/18/59, Launched 6/4/60
Commissioned 1/6/62, Comdr. Paul Roth commanding

DDG–6 BARNEY

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 3/28/57, Keel laid 5/18/59, Launched 12/10/60
Commissioned 8/11/62, Comdr. Joseph J. Doak, Jr., commanding

DDG–7 HENRY B. WILSON

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 3/28/57, Keel laid 2/28/58, Launched 4/22/59
Commissioned 12/17/60, Comdr. Lawrence D. Caney commanding

DDG–8 LYNDE McCORMICK

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 3/28/57, Keel laid 4/4/58, Launched 7/28/59
Commissioned 6/3/61, Comdr. Ernest S. Cornwall, Jr., commanding

DDG–9 TOWERS

Built at Todd Pacific Shipyards, Inc., Seattle, Wash.
Contract 3/28/57, Keel laid 4/1/58, Launched 4/23/59
Commissioned 6/6/61, Comdr. Lawrence D. Cummins commanding

DDG–10 SAMPSON

Built at Bath Iron Works Corp., Bath, Maine
Contract 1/17/58, Keel laid 3/2/59, Launched 9/9/60
Commissioned 6/24/61, Comdr. Forester W. Isen commanding

DDG–11 SELLERS

Built at Bath Iron Works Corp., Bath, Maine.
Contract 1/17/58, Keel laid 8/3/59, Launched 9/9/60
Commissioned 10/28/61, Comdr. William R. Johnson commanding

DDG–12 ROBISON

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 1/17/58, Keel laid 4/28/59, Launched 4/27/60
Commissioned 12/9/61, Comdr. Donald V. Cox, Jr., commanding

DDG–13 HOEL

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 1/17/58, Keel laid 8/3/59, Launched 8/4/60
Commissioned 6/16/62, Comdr. Allen W. Slifer commanding

DDG–14 BUCHANAN

Built at Todd Pacific Shipyards, Inc., Seattle, Wash.
Contract 1/17/58, Keel laid 4/23/59, Launched 5/11/60
Commissioned 2/7/62, Comdr. David A. Webster commanding

DDG–15 BERKELEY

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 7/21/59, Keel laid 6/1/60, Launched 7/29/61
Commissioned 12/15/62, Comdr. Wyatt E. Harper, Jr. commanding.

DDG–16 JOSEPH STRAUSS

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 7/21/59, Keel laid 12/27/60, Launched 12/9/61
Commissioned 4/20/63, Comdr. W. M. A. Greene commanding

DDG–17 CONYNGHAM

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 7/21/59, Keel laid 5/1/61, Launched 5/19/62
Commissioned 7/13/63, Comdr. E. P. Smith commanding

DDG–18 SEMMES

Built at Avondale Marine Ways, Inc., Westwego, La.
Contract 7/21/59, Keel laid 8/18/60, Launched 5/20/61
Commissioned 12/10/62, Comdr. Richard G. Alexander commanding

DDG–19 TATTNALL

Built at Avondale Shipyards, Inc, Westwego, La.
Contract 7/21/59, Keel laid 11/14/60, Launched 8/26/61
Commissioned 4/13/63, Comdr. William F. Regan commanding

DDG–20 GOLDSBOROUGH

Built at Puget Sound Bridge & Dry Dock Co., Seattle, Wash.
Contract 3/25/60, Keel laid 1/3/61 Launched 12/15/61
Commissioned 11/9/63, Comdr. Charles D. Allen, Jr., commanding

DDG–21 COCHRANE

Built at Puget Sound Bridge & Dry Dock Co., Seattle, Wash.
Contract 3/25/60, Keel laid 7/31/61, Launched 7/18/62
Commissioned 3/21/64, Comdr. Francis W. Benson, Jr. commanding

DDG–22 BENJAMIN STODDERT

Built at Puget Sound Bridge & Dry Dock Co., Seattle, Wash.
Contract 3/25/60, Keel laid 6/11/62, Launched 1/8/63
Commissioned 9/12/64, Comdr. Walter M. Meginniss commanding

DDG–23 RICHARD E. BYRD

Built at Todd Shipyards Corp., Seattle Div., Seattle, Wash.
Contract 11/3/60, Keel laid 4/12/61, Launched 2/6/62
Commissioned 3/7/64, Comdr. Walter G. Lessman commanding

DDG–24 WADDELL

Built at Todd Shipyards Corp., Seattle Div., Seattle, Wash.
Contract 11/3/60, Keel laid 2/6/62, Launched 2/26/63
Commissioned 8/28/64, Comdr. Carl J. Boyd commanding

DDG–2 (CHARLES F. ADAMS) Class: DDG–2 through DDG–24:

Length Overall: 437'; Extreme Beam 47'
Full Load Displacement: 4,500 tons; Max. Nav. Draft: 15''
Designed Accommodations: Off.: 24, Enl.: 330
Armament: Gun Mounts: (2) 5''/54 single; (1) Tartar Missile System; (1) ASROC Group; (2) triple torpedo tubes
Designed Speed: Over 32 knots
Engines: No.: 2, Mfr.: GE (DDG's 2–3, 7–8, 10–13, 15–22); WESTGH (DDG's 4–6, 9, 14, 23–24); Type Drive: TR
Boilers: No.: 4, Mfr./Type: BW2DR (DDG's 2–3, 7–8, 10–13, 15–22); FW2DR (DDG's 4–6, 9, 14, 23–24); CE2DR (DDG's 15–19).
Propulsion: Props.: 2, Designed Shaft Horsepower: 70,000

DDG–25 PERTH (Built for Australia—Foreign Military Sales)

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 1/2/62, Keel laid 9/21/62, Launched 9/26/63
Delivered 7/1/65

DDG–26 HOBART (Built for Australia—Foreign Military Sales)

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 1/2/62, Keel laid 10/26/62, Launched 1/9/64
Delivered 12/9/65

DDG–27 BRISBANE (Built for Australia—Foreign Military Sales)

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 1/29/64, Keel laid 2/15/65, Launched 5/5/66
Delivered 1/30/67

DDG–28 UNNAMED (Building for Federal Republic of Germany—Foreign Military Sales)

Built at Bath Iron Works, Bath, Maine
Contract 3/30/65, Keel laid 3/1/66, Launch scheduled: 8/11/67

DDG–29 UNNAMED (Building for Federal Republic of Germany—Foreign Military Sales)

Built at Bath Iron Works, Bath, Maine
Contract 3/30/65, Keel laid 4/12/66, Launch scheduled: late 1967

DDG–30 UNNAMED (Building for Federal Republic of Germany—Foreign Military Sales)

Built at Bath Iron Works, Bath, Maine
Contract 3/30/65, Keel scheduled: 8/16/67

DDG–31 DECATUR (reclassified 9/15/66 from DD–936)

Built at Bethlehem Steel Co., Quincy Mass.
Contract 2/3/54, Keel laid 2/1/55, Launched 10/1/55
Commissioned 12/17/56, Comdr. John J. Skahill commanding
Placed in commission, in reserve 11/1/65
Converting at Boston Naval Shipyard, Boston, Mass.
Contract 12/22/64, Commenced 6/15/65, Completion scheduled 8/21/67

DDG–32 JOHN PAUL JONES (Reclassified 3/15/67 from DD–932)

Built at Bath Iron Works Corp, Bath, Maine
Contract 12/15/52, Keel laid 1/18/54, Launched 5/7/55
Commissioned 4/5/56, Comdr. Robert W. Hayler, Jr., commanding
Decommissioned 12/20/65, Converting at Philadelphia Naval Shipyard
Contract 12/22/64, Commenced 12/2/65, Scheduled completion 10/27/67

DDG–31 through DDG–32:

Length Overall: 418'5''
Extreme Beam: 45'2'' (DDG–32); 45'1'' (DDG–31)
Full Load Displacement: 3,985 tons; Max. Nav. Draft: 20'5''
Designed Accommodations: Off.: 22, Enl.: 315
Designed Speed: Over 33 knots
Armament: Gun Mounts: (1) 5''/54 Single; (1) Tartar Missile System; (1) ASROC group; (2) triple torpedo tubes
Engines: No.: 2, Mfr.: WESTGH; Type Drive: TR
Boilers: No.: 4; Mfr./Type: F/W (DDG–31), B/W2DR (DDG–32)
Propulsion: Props.: 2, Designed Shaft Horsepower: Over 70,000

DDG–33 PARSONS (Reclassified 3/15/67 from DD–949)

Built at Ingalls Shipbuilding Corp., Pascagoula, Miss.
Contract 1/27/56, Keel laid 6/17/57, Launched 8/19/58
Commissioned 10/29/59, Comdr. William R. Loomis commanding
Decommissioned 1/19/66
Converted at Long Beach Naval Shipyard, Long Beach, Calif.
Contract 12/22/64, Commenced 6/30/65, Completion scheduled: 1/17/68

DDG–34 SOMERS (Reclassified 3/15/67 from DD–947)

Built at Bath Iron Works, Bath, Maine
Contract 1/27/56, Keel laid 3/4/57, Launched 5/30/58
Commissioned 4/3/59, Comdr. Edward J. Cummings, Jr., commanding
Decommissioned: 4/11/66
Converted at Mare Island Div., San Francisco Bay Naval Shipyard
Contract 12/22/64, Commenced 3/30/66, Completion (Schedule: 2/23/68)

DDG–33 through DDG–34:

Length Overall: 418'5''; Extreme Beam: 45'2''
Full Load Displacement: 3,990 tons, Max. Nav. Draft: 20'5''
Designed Accommodations: Off.: 22, Enl.: 315
Designed Speed: Over 33 knots
Armament: Gun Mounts: (1) 5''/54 single; (1) Tartar Missile System; (1) ASROC Group; (2) triple torpedo tubes; (2) depth charge projectors; (1) depth charge track
Engines: No.: 2, Mfr.: GE; Type Drive: TR
Boilers: No.: 4; Mfr./Type: B/W
Propulsion: Props.: 2, Designed Shaft Horsepower: Over 70,000

DDG–35 MITSCHER (Reclassified 3/15/67 from DL–2)

Built at Bath Iron Works Corp., Bath, Maine
Contract 8/3/49, Keel laid 10/3/49, Launched 1/26/52
Commissioned 5/15/53, Comdr. Terrell W. Connor commanding
Decommissioned 3/18/66, Converted at Philadelphia Naval Shipyard
Contract 12/22/64, Commenced 6/14/66, Completion (Schedule 1968)

DDG–36 JOHN S. McCAIN (Reclassified 3/15/67 from DL–3)

Built at Bath Iron Works Corp., Bath, Maine
Contract 8/3/48, Keel laid 10/24/49, Launched 7/12/52
Commissioned 10/12/53, Comdr. E. R. King commanding
Decommissioned 6/25/66, Converted at Philadelphia Naval Shipyard
Contract 12/22/64, Commenced 6/14/66, Completion scheduled 1968

DDG–35 through DDG–36:

Length Overall: 492'4"; Extreme Beam: 49'9"
Full Load Displacement: 5,200 tons; Max. Nav. Draft: 21'1"
Designed Accommodations: Off.: 28, Enl.: 348
Designed Speed: Over 35 knots
Armament: Gun Mounts: (2) 5"/54 single; (1) Tartar Missile System; (1) ASROC Group; (2) triple torpedo tubes
Engines: No.: 2, Mfr.: GE; Type Drive: TR
Boilers: No.: 4, Mfr./Type: F/WSFD
Propulsion: Props.: 2, Designed Shaft Horsepower: Over 80,000

FRIGATES—DL

DL–1 (NORFOLK) Class:

DL–1 NORFOLK (Originally called Destroyer Leader: Data in Volume I, Appendix IV, p. 326)

DL–2 (MITSCHER) Class: (Originally called Destroyer Leader: Data on DL–2 through DL–4 in Volume I, Appendix IV, p. 326)

DL–2 MITSCHER (Converted to DDG–35 *q.v.*)

DL–3 JOHN S. McCAIN (Converted to DDG–36 *q.v.*)

DL–4 WILLIS A. LEE

DL–5 WILKINSON

DL–6 through DL–8: Redesignated before keel laying as DLG–6 through DLG–8 (*q.v.*)

GUIDED MISSILE FRIGATES—DLG

ALPHABETICAL LIST

BAINBRIDGE (DLGN–25)
BELKNAP (DLG–26)
BIDDLE (DLG–34)
COONTZ (DLG–9)
DAHLGREN (DLG–12)
DALE (DLG–19)
DEWEY (DLG–14)
ENGLAND (DLG–22)
FARRAGUT (DLG–6)
FOX (DLG–33)
GRIDLEY (DLG–21)
HALSEY (DLG–23)
HARRY E. YARNELL (DLG–17)
HORNE (DLG–30)
JOSEPHUS DANIELS (DLG–27)
JOUETT (DLG–29)
KING (DLG–10)
LEAHY (DLG–16)
LUCE (DLG–7)
MACDONOUGH (DLG–8)
MAHAN (DLG–11)
PREBLE (DLG–15)
REEVES (DLG–24)
RICHMOND K. TURNER (DLG–20)
STERETT (DLG–31)
TRUXTUN (DLGN–35)
WAINWRIGHT (DLG–28)
WILLIAM V. PRATT (DLG–13)
WORDEN (DLG–18)

NUMERICAL LIST

DLG–9 (COONTZ) Class:

DLG–6 FARRAGUT

Built at Bethlehem Steel Co., Shipbuilding Div., Quincy, Mass.
Contract 1/27/56, Keel laid 6/3/57, Launched 7/18/58
Commissioned 12/10/60, Comdr. Roger E. Spreen commanding

DLG–7 LUCE (Ex Dewey)

Built at Bethlehem Steel Co., Shipbuilding Div., Quincy, Mass.
Contract 1/27/56, Keel laid 10/1/57, Launched 12/11/58
Commissioned 5/20/61, Comdr. David H. Bagley commanding

DLG–8 MACDONOUGH

Built at Bethlehem Steel Co., Shipbuilding Div., Quincy, Mass.
Contract 1/27/56, Keel laid 4/15/58, Launched 7/9/59
Commissioned 11/4/61, Comdr. William G. Hurley commanding

DLG–9 COONTZ

Built at Puget Sound Naval Shipyard, Bremerton, Wash.
Contract 11/18/55, Keel laid 3/1/57, Launched 12/6/58
Commissioned 7/15/60, Comdr. Herbert H. Ries commanding

DLG–10 KING

Built at Puget Sound Naval Shipyard, Bremerton, Wash.
Contract 11/18/55, Keel laid 3/1/57, Launched 12/6/58
Commissioned 11/17/60, Comdr. Melvin E. Bustard commanding

DLG–11 MAHAN

Built at San Francisco Naval Shipyard, San Francisco, Calif.
Contract 11/18/55, Keel laid 7/31/57, Launched 10/7/59
Commissioned 8/25/60, Comdr. Herbert D. Mills, Jr., commanding

DLG–12 DAHLGREN

Built at Philadelphia Naval Shipyard, Philadelphia, Pa.
Contract 7/23/56, Keel laid 3/1/58, Launched 3/16/60
Commissioned 4/8/61, Comdr. Cary E. Landis commanding

DLG–13 WILLIAM V. PRATT

Built at Philadelphia Naval Shipyard, Philadelphia, Pa.
Contract 7/23/56, Keel laid 3/1/58, Launched 3/16/60
Commissioned 11/4/61, Comdr. Boyd E. Gustafson commanding

DLG–14 DEWEY

Built at Bath Iron Works Corp., Bath, Maine
Contract 10/26/56, Keel laid 8/10/57, Launched 11/30/58
Commissioned 12/7/59, Comdr. Elmo R. Zumwalt, Jr., commanding

DLG–15 PREBLE

Built at Bath Iron Works Corp., Bath, Maine
Contract 10/26/56, Keel laid 12/16/57, Launched 5/23/59
Commissioned 5/9/60, Comdr. Edward G. Fitz-Patrick commanding

DLG–6 through DLG–15:

Length Overall: 512'6", Extreme Beam: 52'6"
Full Load Displacement: 5,709 tons
Accommodations: Off.: 28, Enl.: 347
Designed Speed: Over 32 knots
Armament: Gun Mounts (1) 5"/54 single; (2) 3"/50 twin (1) Terrier Missile System; (1) ASROC Group; (2) triple torpedo tubes
Engines: No.: 2; Mfr.: DEL (DLG's 6–8, 15); AC (DLG's 9–14); Type Drive: TR
Boilers: No.: 4, Type/Mfr.: F/W (DLG's 6–8); B/W (DLG's 9–15)
Propulsion: Props.: 2, Designed Shaft Horsepower: over 85,000

DLG–16 (LEAHY) Class:

DLG–16 LEAHY

Built at Bath Iron Works, Bath, Maine
Contract 11/7/58, Keel laid 12/3/59, Launched 7/1/61
Commissioned 8/4/62, Capt. Robert L. Baughan, Jr., commanding

DLG–17 HARRY E. YARNELL

Built at Bath Iron Works Corp., Bath, Maine
Contract 11/7/58, Keel laid 5/31/60, Launched 12/9/61
Commissioned 2/2/63, Capt. Charles E. Nelson, commanding

DLG–18 WORDEN

Built at Bath Iron Works Corp., Bath, Maine
Contract 11/7/58, Keel laid 9/19/60, Launched 6/2/62
Commissioned 8/3/63, Capt. Scott Lothrop commanding

DLG–19 DALE

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 11/7/58, Keel laid 9/6/60, Launched 7/28/62
Commissioned 11/23/63, Capt. Robert R. Crutchfield commanding

DLG–20 RICHMOND K. TURNER

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 11/7/58, Keel laid 1/9/61, Launched 4/6/63
Commissioned 6/13/64, Capt. Douglas C. Plate commanding

DLG–21 GRIDLEY

Built at Puget Sound Bridge & Dry Dock Co., Seattle, Wash.
Contract 11/7/58, Keel laid 7/15/60, Launched 7/31/61
Commissioned 5/25/63, Capt. Percy A. Lilly, Jr. commanding

DLG–22 ENGLAND

Built at Todd Shipyard Corp., San Pedro, Calif.
Contract 11/7/58, Keel laid 10/4/60, Launched 3/6/62
Commissioned 12/7/63, Capt. William J. Caspari commanding

DLG–23 HALSEY

Built at San Francisco Naval Shipyard, San Francisco, Calif.
Contract 12/5/58, Keel laid 8/26/60, Launched 1/15/62
Commissioned 7/20/63, Capt. Herbert H. Anderson commanding

DLG–24 REEVES

Built at Puget Sound Naval Shipyard, Bremerton, Wash.
Contract 12/8/58, Keel laid 7/1/60, Launched 5/12/62
Commissioned 5/15/64, Capt. Wynne A. Stevens commanding

DLG–16 through DLG–24:

Length overall: 533'; Extreme Beam 54'10"
Full Load Displacement: 7,630 tons; Max. Nav. Draft: 25'3"
Design Accommodations: Off.: 18, Enl.: 359
Designed Speed: Over 31 knots
Armament: Gun Mounts: (2) 3"/50 twin; (1) Terrier Missile System; (1) ASROC Group; (2) triple torpedo tubes; (1) DASH System
Engines: No.: 2; Mfr.: GE(DLG 16–18); DEL (DLG 19–22); AC (DLG 23–24); Type Drive: TR
Boilers: No.: 4; Type/Mfr.: B/W (DLG 16–18); F/W (DLG 19–24)
Propulsion: Props.: 2, Designed Shaft Horsepower: Over 85,000

DLG (N)–25 (BAINBRIDGE) Class: 1 Ship

DLG (N)–25 BAINBRIDGE

Built at Bethlehem Steel Co., Shipbuilding Div., Quincy, Mass.
Contract 9/26/56, Keel laid 5/15/59, Launched 4/15/61
Commissioned 10/6/62, Capt. Raymond E. Peet commanding

DLG (N)–25:

Length Overall: 565'; Extreme Beam 57'10"
Full Load Displacement: 8,580 tons
Accommodations: Off: 34, Enl.: 463
Designed Speed: Over 32 knots
Armament: Gun Mounts: (2) 3"/50 twin; (2) Terrier Missile Systems; (1) ASROC Group; (2) triple torpedo tubes
Propulsion: (2) GE water-cooled nuclear reactors—geared steam turbines; Props.: 2, Designed Shaft Horsepower: Over 69,000

DLG–26 (BELKNAP) Class:

DLG–26 BELKNAP

Built at Bath Iron Works Corp., Bath, Maine
Contract 5/18/61, Keel laid 2/5/62, Launched 7/20/63
Commissioned 11/7/64, Capt. John T. Law commanding

DLG–27 JOSEPHUS DANIELS

Built at Bath Iron Works Corp., Bath, Maine
Contract 5/18/61, Keel laid 4/23/62, Launched 12/2/63
Commissioned 5/8/65, Capt. Harry A. Cummings commanding

DLG–28 WAINWRIGHT

Built at Bath Iron Works Corp., Bath, Maine
Contract 5/18/61, Keel laid 7/2/62, Launched 4/25/64
Commissioned 1/8/66, Capt. Robert P. Foreman commanding

DLG–29 JOUETT

Built at Puget Sound Naval Shipyard, Bremerton, Wash.
Contract 9/20/61, Keel laid 9/25/62, Launched 6/30/64
Commissioned 12/3/66, Capt. Robert S. Hayes commanding

DLG–30 HORNE

Built at Hunters Point Div., San Francisco Bay Naval Shipyard, San Francisco, Calif.
Contract 9/20/61, Keel laid 12/12/62, Launched 10/30/64
Commissioned 4/15/67, Capt. Stansfield Turner commanding

DLG–31 STERETT

Built at Puget Sound Naval Shipyard, Bremerton, Wash.
Contract 9/20/61, Keel laid 9/25/62, Launched 6/30/64
Commissioned 4/8/67 Capt. Edward A. Christofferson commanding

DLG–32 WILLIAM H. STANDLEY

Built at Bath Iron Works Corp., Bath, Maine
Contract 1/16/62, Keel laid 7/29/63, Launched 12/19/64
Commissioned 7/9/66, Capt. Cornelius F. Moul commanding

DLG–33 FOX

Built at Todd Shipyards Corp., San Pedro, Calif.
Contract 1/16/62, Keel laid 1/15/63, Launched 11/21/64
Commissioned 5/8/66, Capt. Robert O. Welander commanding

DLG–34 BIDDLE

Built at Bath Iron Works Corp., Bath, Maine
Contract 1/16/62, Keel laid 12/9/62, Launched 7/2/65
Commissioned 1/21/67, Capt. Mylon T. Scott commanding

DLG–26 through DLG–34:

Length Overall: 547'; Extreme Beam: 54'10"
Full Load Displacement: 7,900 tons; Max. Draft: 18'6"
Accommodations: Off.: 31, Enl.: 387
Designed Speed: Over 30 knots
Armament: Gun Mounts: (1) 5"/54 single, (2) 3"/50; (1) Terrier Missile System; (1) ASROC Group; (2) triple torpedo tubes, (2) single torpedo tubes; (1) DASH System
Engines: No.: 4, Mfr.: GE (DLG's 26–28, 32–34); DEL (DLG's 29–31, 33) Type Drive: TR
Boilers: No. 4, Mfr./Type: B/W (DLG's 26–28, 32, 34), CE (DLG's 29–31, 33)
Propulsion: Props.: 2, Designed Shaft Horsepower: Over 85,000

DLG(N)–35 (TRUXTUN) Class: 1 Ship:

DLG(N)–35 TRUXTUN

Built at New York Shipbuilding Corp., Camden, N.J.
Contract 6/23/62, Keel laid 6/17/63, Launched 12/19/64
Commissioned 5/27/67, Capt. David D. Work commanding

DLG(N)–35

Length Overall: 564'; Extreme Beam 58'
Full Load Displacement: 9,056 tons
Accommodations: Off.: 36, Enl.: 465
Designed Speed: Classified
Armament: Gun Mounts: (1) 5"/54 single, (2) 3"/50 single; (2) Twin Terrier Missile-ASROC Systems; (2) torpedo tubes
Propulsion: (2) GE water-cooled nuclear reactors—geared steam turbines; Props.: No.: 2, Designed Shaft Horsepower: Classified

Artist's conception of DLG(N)–36

Part D

Addenda to Appendix V, Volume I

ESCORT SHIPS 1959–1967

ESCORT SHIPS—DE

ALPHABETICAL LIST

ALBERT DAVID (DE–1050)
BRADLEY (DE–1041)
BRONSTEIN (DE–1037)
BRUMBY (DE–1044)
CHARLES BERRY (DE–1035)
CLAUD JONES (DE–1033)
CONNOLE (DE–1056)
DAVIDSON (DE–1045)
EDWARD McDONNELL (DE–1043)
GARCIA (DE–1040)
GRAY (DE–1054)
HEPBURN (DE–1055)
JOHN R. PERRY (DE–1034)
KNOX (DE–1052)
KOELSCH (DE–1049)
McCLOY (DE–1038)
McMORRIS (DE–1036)
MEYERKORD (DE–1058)
O'CALLAHAN (DE–1051)
RATHBURNE (DE–1057)
ROARK (DE–1053)
SAMPLE (DE–1048)
VOGE (DE–1047)
W. S. SIMS (DE–1059)

NUMERICAL LIST

BDE–1 through DE–1032: Data in Vol. I, Appendix V, pp. 331–349, *q.v.*

DE–1033 (CLAUD JONES) Class:

DE–1033 CLAUD JONES

Built at Avondale Marine Ways, Avondale, La
Contract 5/4/56, Keel laid 6/1/57, Launched 5/27/58
Commissioned 2/10/59, Lt. Comdr. Warren M. Cone commanding

DE–1034 JOHN R. PERRY

Built at Avondale Marine Ways, Avondale, La.
Contract 5/4/56, Keel laid 10/1/57, Launched 7/29/58
Commissioned 5/5/59, Lt. Comdr. Wilton L. Atkinson commanding

DE–1035 CHARLES BERRY

Built at American Shipbuilding Co., Lorain, Ohio
Contract 7/31/58, Keel laid 10/29/58, Launched 3/17/59
Commissioned 11/25/59, Lt. Comdr. Rembrandt C. Robinson commanding

DE–1036 McMORRIS

Built at American Shipbuilding Co., Lorain, Ohio
Contract 7/31/58, Keel laid 11/5/58, Launched 5/26/59
Commissioned 3/4/60, Lt. Comdr. Martin Zenni commanding

DE–1033 through DE–1036 (Designed Characteristics):

Length Overall: 311′ 9½″; Extreme Beam: 37′
Full Load Displacement: 1,750 tons; Max. Nav Draft 17′2″
Designed Accommodations: Off.: 15, Enl.: 160
Designed Speed: Over 22 knots
Armament:
Gun Mounts: (2) 3″/50 single
Torpedo Tubes: (2) triple
ASROC Group:
Depth Charge Projectors: 2
Engines: No.: 4, Mfg.: FM, Type Drive: Geared-Reduction
Propulsion: Props.: 1, Designed Shaft Horsepower: Over 9,000

DE–1037 (BRONSTEIN) Class:

DE–1037 BRONSTEIN

Built at Avondale Shipyards, Inc., Westwego, La.
Contract 6/13/60, Keel laid 5/16/61, Launched 3/31/62
Commissioned 6/15/63, Lt. Comdr. Stanley T. Counts commanding

DE–1038 McCLOY

Built at Avondale Shipyards, Inc., Westwego, La.
Contract 6/15/60, Keel laid 9/15/61, Launched 6/9/62
Commissioned 10/21/63, Comdr. Thomas Sherman commanding

DE–1037 through DE–1038 (Designed Characteristics):

Length Overall: 371′6″; Extreme Beam 40′8″
Full Load Displacement: 2,650 tons, Max. Draft 14′0″
Designed Accommodations: Off.: 16, Enl.: 180
Designed Speed: Over 25 knots
Armament:
Gun Mounts: (1) 3″/50 twin, (1) 3″/50 single
Torpedo Tubes: 2
ASROC Group: 1
DASH System: 1
Engines: No.: 1, Mfg.: DEL, Type Drive: TR
Boilers: No.: 2, Mfg./Type D
Propulsion: Props.: 1, Designed Shaft Horsepower: 20,000

DE–1040 (GARCIA) Class:

DE–1040 GARCIA

Built at Bethlehem Steel Co., Shipbuilding Div., San Francisco, Calif.
Contract 6/22/61, Keel laid 10/16/62, Launched 10/3/63
Commissioned 12/21/64, Comdr. Donald A. Smith commanding

DE–1041 BRADLEY

Built at Bethlehem Steel Co., Shipbuilding Div., San Francisco, Calif.
Contract 6/22/61, Keel laid 1/17/63, Launched 3/26/64
Commissioned 5/15/65, Comdr. Robert H. Robeson commanding

DE–1043 EDWARD McDONNELL

Built at Avondale Shipyards, Inc., Westwego, La.
Contract 1/3/62, Keel laid 4/1/63, Launched 2/15/64
Commissioned 2/15/65, Comdr. Daniel L. Banks, Jr., commanding

DE–1044 BRUMBY

Built at Avondale Shipyards, Inc., Westwego, La.
Contract 1/3/62, Keel laid 8/1/63, Launched 6/6/64
Commissioned 8/5/65, Comdr. George F. Tonson commanding

DE–1045 DAVIDSON

Built at Avondale Shipyards, Inc., Westwego, La.
Contract 1/3/62, Keel laid 9/30/63, Launched 10/2/64
Commissioned 12/7/65, Comdr. Henry L. Stanfield commanding

DE–1047 VOGE

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 3/21/63, Keel laid 11/21/63, Launched 2/4/65
Commissioned 11/25/66, Comdr. William F. Keller commanding

DE–1048 SAMPLE

Built at Lockheed Shipbuilding & Construction Co., Seattle, Wash.
Contract 3/20/63, Keel laid 7/19/63, Launched 4/28/64

DE–1049 KOELSCH

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 3/21/63, Keel laid 2/19/63, Launched 6/8/65
Commissioned 6/10/67, Comdr. John A. Buck commanding

DE–1050 ALBERT DAVID

Built at Lockheed Shipbuilding & Construction Co., Seattle, Wash.
Contract 3/20/63, Keel laid 4/29/64, Launched 12/19/64

DE–1051 O'CALLAHAN

Built at Defoe Shipbuilding Co., Bay City, Mich.
Contract 3/2/63, Keel laid 2/19/64, Launched 10/20/65

DE–1040 through DE–1051 (Designed Characteristics):

Length Overall: 414'6"; Extreme Beam: 44'3"
Full Load Displacement: 3403 tons; Max. Draft: 14'5"
Designed Accommodations: Off.: 17, Enl.: 231
Designed Speed: Over 27 knots
Armament:
Gun Mounts: (2) 5"/38 single
Torpedo Tubes: 4
ASROC Group: 1
DASH System: 1
Engines: No.: 1, Mfg.: Westgh., Type Drive: TR
Boilers: No.: 2, Mfg./Type FWPFS
Propulsion: Props.: 1, Designed Shaft Horsepower: Over 30,000

DE–1052 (KNOX) Class:

DE–1052 KNOX

Built at Todd Shipyards Corp., Seattle, Wash.
Contract 7/22/64, Keel laid 10/5/65, Launched 11/19/65

DE–1053 ROARK

Built at Todd Shipyards Corp., Seattle, Wash.
Contract 7/22/64, Keel laid 2/2/66, Launched 4/24/67

DE–1054 GRAY

Built at Todd Shipyards Corp., Seattle, Wash.
Contract 7/22/64, Keel laid 11/19/66, Launched 10/3/67

DE–1055 HEPBURN

Built at Todd Shipyards Corp., Seattle, Wash.
Contract 7/22/64, Keel laid 6/1/66, Launched 3/25/67

DE–1056 CONNOLE

Built at Avondale Shipyards Inc., Westwego, La.
Contract 7/22/64, Keel laid 3/23/67

DE–1057 RATHBURNE

Built at Lockheed Shipbuilding & Construction Co., Seattle, Wash.
Contract 7/22/64, Keel laid 9/1/66

DE–1058 MEYERKORD

Built at Todd Shipyards Corp., San Pedro, Calif.
Contract 7/22/64, Keel laid 9/1/66, Launched 7/15/67

DE–1059 W. S. SIMS

Built at Avondale Shipyards, Inc., Westwego, La.
Contract 7/22/64, Keel laid 4/10/67

DE–1052 through DE–1059: (Designed Characteristics):

Length Overall: 438'0"; Extreme Beam: 46'9"
Full Load Displacement: 3,877 tons; Max. Draft: 16'2"
Designed Accommodations: Off.: 17, Enl.: 226
Designed Speed: Over 27 knots
Armament:
Gun Mounts: (1) 5"/54 single, DP
Torpedo Tubes: (2) MK 32 TT
ASROC Group: (1)
DASH System:
Engines: No.: 4, Mfg.: FM, Type Drive: TR
Boilers: No.: 2, Mfg./Type C.E./NSFO
Propulsion: Props.: 1, Designed Shaft Horsepower: Over 30,000

ESCORT RESEARCH SHIP—AGDE

AGDE–1 GLOVER

Built at Bath Iron Works, Corp., Bath, Maine
Contract 6/28/61, Keel laid 7/29/63, Launched 4/17/65
Commissioned 11/13/65, Comdr. William W. Wilson commanding

AGDE–1:

Length Overall: 414'6"; Extreme Beam: 44'3"
Full Load Displacement: 3,500 tons, Max. Draft 14'6"
Designed Complement: Off.: 17, Enl.: 231
Armament:
Gun Mounts: (1) 5"/38 single
Torpedo Tubes: (2)
ASROC Group:
DASH System:
Engines: No.: 1, Mfg.: Westh., Type Drive: TR
Designed Shaft Horsepower: Over 30,000
Boilers.: 2, Mfg.: FW/Type AFSG

USS *Knox* (DE–1052)

Propulsion: Single Pump Jet; Pressure Fired Steam Generator

NOTE:—*Glover* is a *Garcia* class escort ship modified for research use in the development of future classes of escorts. The ship is also designed to provide living and office space for civilian Project Director and approximately 30 civilian scientists.

GUIDED MISSILE ESCORT SHIP—DEG

ALPHABETICAL LIST

BROOKE (DEG–1)
JULIUS A FURER (DEG–6)
RAMSEY (DEG–2)
RICHARD L. PAGE (DEG–5)
SCHOFIELD (DEG–3)
TALBOT (DEG–4)

NUMERICAL LIST

DEG–1 (BROOKE) Class:

DEG–1 BROOKE

Built at Lockheed Shipbuilding & Construction Co., Seattle, Wash.
Contract 1/4/62, Keel laid 12/19/62, Launched 7/19/63
Commissioned 3/12/66, Comdr. Robert L. Walters, commanding

DEG–2 RAMSEY

Built at Lockhed Shipbuilding & Construction Co., Seattle, Wash.
Contract 1/4/62, keel laid 2/4/63, Launched 10/15/63

DEG–3 SCHOFIELD

Built at Lockheed Shipbuilding & Construction Co., Seattle, Wash.
Contract 1/4/62, Keel laid 4/15/63, Launched 12/7/63

DEG–4 TALBOT

Built at Bath Iron Works Corp., Bath, Maine
Contract 5/24/63, Keel laid 5/4/64, Launched 1/6/66
Commissioned 4/22/67, Comdr. Edwin Woods commanding

DEG–5 RICHARD L. PAGE

Built at Bath Iron Works Corp., Bath, Maine
Contract 5/24/63, Keel laid 1/4/65, Launched 4/4/66

DEG–6 JULIUS A. FURER

Built at Bath Iron Works Corp., Bath, Maine
Contract 5/24/63, Keel laid 7/12/65, Launched 7/22/66

DEG–1 through DEG–6 (Designed Characteristics):

Length Overall: 414'6"; Extreme Beam: 44'3"
Full Load Displacement: 3,426 tons; Max. Draft: 14'6"
Designed Accommodations: Off.: 17, Enl.: 231
Designed Speed: Over 27 knots
Armament:
Gun Mounts: (1) 5"/38
Missile Systems: (1) Tartar, (1) ASROC Group
Torpedo Tubes: 4
DASH System: 1
Engines: No.: 1, Mfg.: Westgh., Type Drive: TR
Boilers: No.: 2, Mfg./Type: FWPFS
Propulsion: Props.: 1, Designed Shaft Horsepower: Over 30,000

Part E

Addenda to Appendix I, Volume II

AIRCRAFT CARRIERS 1963–1967

CVA–66 AMERICA

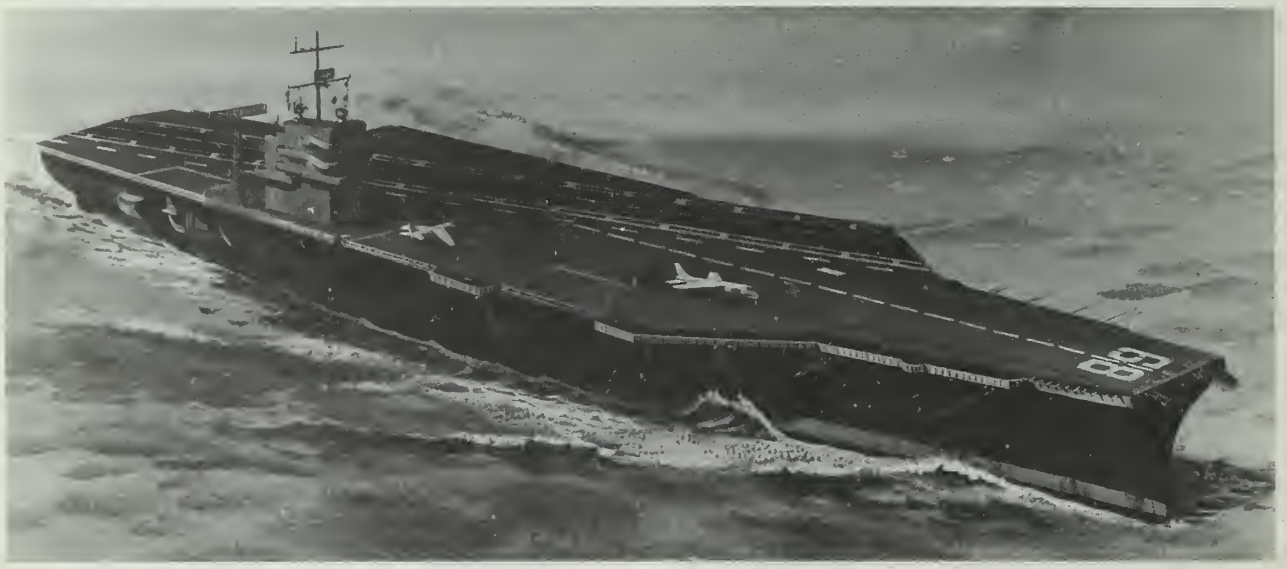
Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 11/25/60, Keel laid 1/9/61, Launched 2/1/64
Commissioned 1/23/65, Capt. Lawrence Heyworth, Jr., commanding
Class: *Kitty Hawk*

CVA–67 JOHN F. KENNEDY

Built at Newport News Shipbuilding & Dry Dock Co., Newport News, Va.
Contract 4/30/64, Keel laid 10/22/64, Launched 5/27/67
Class: *John F. Kennedy*

CVA–66 and CVA–67:

Length Overall: 1,047'6" (CVA–66); 1,051'6" (CVA–67)
Extreme Beam: 129'4" (CVA–66); 128'6" (CVA–67)
Extreme Width at Flight Deck: 252'
Full Load Displacement: 78,500 tons (CVA–66); 83,000 tons (CVA–67)
Mean Draft: 36' (CVA–66), 37'3" (CVA–67)
Designed Speed: Over 30 knots
Designed Accommodations: Off.: 470, Enl.: 4,495 (CVA–66); Off.: 501, Enl.: 5,222 (CVA–67)
Aircraft: 90–100 plus; Catapults: 4
Armament: (2) Twin Terrier Missile Systems (CVA–66). Authorized: Basic Point Defense Missile System (CVA–67)
Engines: No.: 4, Mfr.: GE; Type Drive: TR
Boilers: No.: 8, Mfr./Type: FWSFD (CVA–66), BWSFD (CVA–67)
Propulsion: Props.: 4, Designed Shaft Horsepower: Over 200,000



Artist's conception of USS *Nimitz* (CVAN–68)

Appendix V

SHIPS NAMED A THROUGH F SINCE PUBLICATION OF VOLUMES I AND II

We often hear the words, ". . . Being the product of human effort it probably has errors, but we have made strong efforts to reduce them." Errors which crept into Volumes I and II have been corrected in the errata list contained in Appendix VI. Since many ships have come into being since 1958, the Appendices which appeared in Volumes I and II require updating. While no battleships have been added, new cruisers, submarines, submarine tenders, destroyers, escort vessels, auxiliary and amphibious types, and the new and more powerful aircraft carriers have joined the Fleet.

Appendix V is an alphabetical listing of ships that have been named since issuance of Volumes I and II whose names begin with the letters A, B, C, D, E, and F.

Certain common, repetitive terms are abbreviated within the Appendix and are listed as follows:

(B)—Builder.
(C)—Commissioning date.
(K)—Keel date.
(L)—Launch date.
(S)—Sponsor or sponsors.
(b)—Blue crew.
(g)—Gold crew.

ABRAHAM LINCOLN (SSBN–602)

(B) Naval Shipyard, Portsmouth, N.H.; (K) 11/1/58; (L) 5/14/60; (S) Miss Mary L. Beckwith; (C) 3/11/61, Comdr. Leonard Erb (b) and Comdr. D. M. Miller (g).

ALAMOGORDO (ARDM–2) ex-ARD–26

(B) Pacific Bridge Co., Alameda, Calif., in 1944; Converted at Bethlehem Steel Corp., Shipbuilding Div., Baltimore, Md., in 1964–65; (C) 8/3/65, Lt. J. G. Grienenberger.

ALBERT DAVID (DE–1050)

(B) Lockheed Shipbuilding and Construction Co., Seattle, Wash.; (K) 4/29/64; (L) 12/19/64; (S) Mrs. Albert L. David; scheduled to be commissioned in July 1968.

ALEXANDER HAMILTON (SSBN–617)

(B) General Dynamics Corp., Electric Boat Div., Groton, Conn.; (K) 7/26/61; (L) 8/18/62; (S) Mrs. Valentine Hollingsworth, Jr.; (C) 6/27/63, Comdr. N. B. Bessac (b) and Comdr. B. F. Sherman, Jr. (g).

AMERICA (CVA–66)

(B) Newport News Shipbuilding and Dry Dock Co., Newport News, Va.; (K) 1/9/61; (L) 2/1/64; (S) Mrs. David L. McDonald; (C) 1/23/65, Captain Lawrence Heyworth, Jr.

ANCHORAGE (LSD–36)

(B) Ingalls Shipbuilding Corp., Pasagoula, Miss.; (K) 3/13/67; Scheduled to be launched in February 1968; Scheduled to be commissioned in December 1968.

ANDREW JACKSON (SSBN–619)

(B) Mare Island Naval Shipyard, Vallejo, Calif.; (K) 4/26/61; (L) 9/15/62; (S) Mrs. Estes Kefauver; (C) 7/3/63, Comdr. A. J. Whittle, Jr. (b) and Comdr. J. B. Wilson (g).

ANNAPOLIS (AGMR–1) ex-GILBERT ISLANDS (AKV–39)

Name assigned 6/22/63; Converted at Naval Shipyard, New York, N.Y., in 1962–63; (C) 3/7/64, Captain J. J. Rowan.

ANTELOPE (PG–86)

(B) Tacoma Boatbuilding Co., Inc., Tacoma, Wash.; (K) 6/1/65; (L) 6/18/66; (S) Mrs. Paul V. Snow; Scheduled to be commissioned in October 1967.

ANTIGO (YTB–792)

(B) Marinette Marine Corp., Marinette, Wis.; (K) 9/27/66; (L) 4/17/67; Scheduled to be placed in service in September 1967.

APALACHICOLA (YTB–767)

(B) Mobile Ship Repair Inc., Mobile, Ala.; (K) 5/1/63; (L) 10/26/63; Placed in service 6/16/64.

APOPKA (YTB–778)

(B) Marinette Marine Corp., Marinette, Wis.; (K) 10/15/64; (L) 7/7/65; Placed in service in August 1965.

ARCATA (YTB–768)

(B) Mobile Ship Repair Inc., Mobile, Ala.; (K) 5/15/63; (L) 11/30/64; Placed in service in March 1965.

ARLINGTON (AGMR–2) ex-SAIPAN (AVT–6)

Name assigned 4/8/65; Converted at Alabama Dry Dock and Shipbuilding Co., Mobile, Ala., in 1963–66; (C) 8/27/66, Captain C. A. Darrah.

ASHEVILLE (PG–84)

(B) Tacoma Shipbuilding Co., Tacoma, Wash.; (K) 4/15/64; (L) 5/1/65; (S) Mrs. R. E. Harris; (C) 8/6/66, Lt. Henry Dale.

ASPRO (SSN–648)

(B) Ingalls Shipbuilding Corp., Pascagoula Miss.; (K) 11/23/64; Scheduled to be launched 9/30/67; Scheduled to be commissioned in October 1968.

AUSTIN (LPD–4)

(B) Naval Shipyard, New York, N.Y.; (K) 2/4/63; (L) 6/27/64; (S) Miss Lynda Bird Johnson; (C) 2/6/65, Captain D. E. Bergin, Jr.

BAINBRIDGE (DLGN–25)

(B) Bethlehem Steel Co., Shipbuilding Div., Quincy, Mass.; (K) 5/15/59; (L) 4/15/61; (S) Mrs. Robert L. Goodale; (C) 10/6/62, Captain R. E. Peet.

BARB (SSN–596)

(B) Ingalls Shipbuilding Corp., Pascagoula, Miss.; (K) 11/9/59; (L) 2/12/62; (S) Mrs. E. B. Fluckey; (C) 8/24/63; Comdr. C. D. Grojean.

BARNEY (DDG–6)

(B) New York Shipbuilding Corp., Camden, N.J.; (K) 5/18/59; (L) 12/10/60; (S) Mrs. Harry D. Wortman; (C) 8/11/62, Comdr. J. J. Doak, Jr.

BARTLETT (AGOR–13)

(B) Northwest Marine Iron Works, Portland, Oreg.; (K) 11/18/65; (L) 5/24/66; (S) Mrs. Richard M. Gummere, Jr.; Scheduled to be placed in service in March 1968; Civilian crew.

BEACON (PG–99)

(B) Peterson Builders, Inc., Sturgeon Bay, Wis ; Scheduled to be laid down in June 1968; Scheduled to be launched in December 1968; Scheduled to be commissioned in 1969.

BELKNAP (DLG–26)

(B) Bath Iron Works Corp., Bath Maine; (K) 2/5/62; (L) 7/20/63; (S) Mrs. Leonard B. Cresswell; (C) 11/7/64; Captain J. T. Law

BELMONT (AGTR–4) ex-MCV 94, SS IRAN VICTORY, AG–167

(B) Oregon Shipbuilding Corp., Portland, Oreg.; (K) 1/25/44; (L) 3/25/44; (S) Mrs. Peter Hegge; Name assigned 6/8/63; Converted at Willamette Iron and Steel Co., Portland, Oregon, in 1963–64; (C) 11/2/64, Comdr. J. E. Henderson.

BENJAMIN FRANKLIN (SSBN–640)

(B) General Dynamics Corp., Groton, Conn.; (K) 5/25/63; (L) 12/5/64; (S) Mrs. Leon V. Chaplin and Mrs. Francis L. Moseley; (C) 10/22/65, Captain D. M. Miller (b) and Lt. Comdr. R. N. Williams (g).

BENJAMIN STODDERT (DDG–22)

(B) Puget Sound Bridge and Dry Dock Co., Seattle, Wash.; (K) 6/11/62; (L) 1/8/63; (S) Mrs. Henry Ravenel; (C) 9/12/64, Comdr. W. M. Meginniss.

BERGALL (SSN–667)

(B) General Dynamics Corp., Groton, Conn.; (K) 4/16/66; Scheduled to be launched in April 1968; Scheduled to be commissioned in 1969.

BERKELEY (DDG–15)

(B) New York Shipbuilding Corp., Camden, N.J.; (K) 6/1/60; (L) 7/29/61; (S) Mrs. James P. Berkeley; (C) 12/15/62, Comdr. W. E. Harper, Jr.

BIDDLE (DDG–5)

(B) New York Shipbuilding Corp., Camden, N.J.; (K) 5/18/59; (L) 6/4/60; (S) Mrs. Fred A. Bantz; (C) 5/5/62, Comdr. Paul Roth; Renamed CLAUDE V. RICKETTS 7/22/64.

BIDDLE (DLG–34)

(B) Bath Iron Works Corp., Bath, Maine; (K) 12/9/63; (L) 7/2/65; (S) Mrs. William H. Bates; (C) 1/21/67, Captain M. T. Scott.

BLUE RIDGE (AGC–19)

(B) Naval Shipyard, Philadelphia, Pa.; (K) 2/27/67; Scheduled to be launched in August 1968; Scheduled to be commissioned in May 1969.

BRADLEY (DE–1041)

(B) Bethlehem Steel Co., Shipbuilding Div., San Francisco, Calif.; (K) 1/17/63; (L) 3/26/64; (S) Mrs. Willis W. Bradley; (C) 5/15/65; Comdr. R. H. Robeson.

BRONSTEIN (DE–1037)

(B) Avondale Shipyards Inc., Westwego, La.; (K) 5/16/61; (L) 3/31/62; (S) Mrs. Robert B. Pirie; (C) 6/15/63, Lt. Comdr. S. T. Counts.

BROOKE (DEG–1)

(B) Puget Sound Bridge and Dry Dock Co., Seattle, Wash.; (K) 12/19/62; (L) 7/19/63; (S) Mrs. Bruce R. Day and Mrs. Campbell Hooton; (C) 3/12/66, Comdr. R. L. Walters.

BRUMBY (DE–1044)

(B) Avondale Shipyards Inc., Westwego, La.; (K) 8/1/63; (L) 6/6/64; (S) Miss Muriel Fitzgerald and Miss Cornelia Fitzgerald; (C) 8/5/65, Comdr. G. F. Tolson.

BUCHANAN (DDG–14)

(B) Todd Pacific Shipyards, Inc., Seattle, Wash.; (K) 4/23/59; (L) 5/11/60; (S) Mrs. Charles Fisher; (C) 2/7/62, Comdr. D. A. Webster.

BUTTE (AE–27)

(B) General Dynamics Corp., Quincy, Mass.; (K) 7/21/66, (L) 8/9/67; Scheduled to be commissioned in 1968.

CAMDEN (AOE–2)

(B) New York Shipbuilding Corp., Camden, N.J.; (K) 2/17/64; (L) 5/29/65; (S) Mrs. Benedict J. Semmes, Jr.; (C) 4/1/67, Captain C. P. Rozier.

CANON (PG–90)

(B) Tacoma Boatbuilding Co., Inc., Tacoma, Wash.; (K) 6/28/66; (L) 7/22/67; Scheduled to be commissioned in April 1968.

CANOPUS (AS–34)

(B) Ingalls Shipbuilding Corp., Pascagoula, Miss.; (K) 3/2/64; (L) 2/12/65; (S) Mrs. Earl L. Sackett; (C) 11/4/65, Captain J. M. Barrett.

CASIMIR PULASKI (SSBN–633)

(B) General Dynamics Corp., Groton, Conn.; (K) 1/12/63; (L) 2/1/64; (S) Mrs. John A. Gronouski; (C) 8/14/64; Captain R. L. J. Long (b) and Comdr. T. B. Brittain, Jr., (g).

CHARLES H. DAVIS (AGOR–5)

(B) Christy Corp., Sturgeon Bay, Wis.; (K) 6/15/61; (L) 6/30/62; (S) Mrs. Roy A. Gano; Placed in service 1964; Civilian crew.

CHARLESTON (AKA–113)

(B) Newport News Shipbuilding and Drydock Co., Newport News, Va.; (K) 12/5/66; Scheduled to be launched in December 1967; Scheduled to be commissioned in 1968.

CHEHALIS (PG–94)

(B) Tacoma Boatbuilding Co., Inc., Tacoma, Wash.; (K) 8/15/67; Scheduled to be launched in July 1968; Scheduled to be commissioned in 1969.

CHESANING (YTB–769)

(B) Mobile Ship Repair Inc., Mobile, Ala.; (K) 7/17/63; (L) 2/5/64; Placed in service 6/23/64.

CHEYENNE (TAG–174) ex-MCV–693, SS MIDDLESEX VICTORY, SS WYOMING

(B) Oregon Shipbuilding Corp., Portland, Oreg.; (K) 5/8/45; (L) 6/26/45; (S) Mrs. William H. Curtis; Name assigned 11/20/62; Placed in service 12/29/62; Civilian crew.

CHICOPEE (YTM–747) ex-Army LT–1966

(B) Higgins Inc., New Orleans, La.; Placed in service in 1963 on loan from U.S. Army.

CLAUDE V. RICKETTS (DDG–5)

BIDDLE (DDG–5) (*q.v.*) was renamed CLAUDE V. RICKETTS 7/22/64.

CLEVELAND (LPD–7)

(B) Ingalls Shipbuilding Corp., Pascagoula, Miss.; (K) 11/30/64; (L) 5/7/66; (S) Mrs. Thomas H. Moorer; (C) 4/21/67, Captain R. H. Hogsed.

COCHRANE (DDG–21)

(B) Puget Sound Bridge and Drydock Co., Seattle, Wash.; (K) 7/31/61; (L) 7/18/62; (S) Mrs. Richard L. Cochrane and Mrs. Edward L. Cochrane, Jr.; (C) 3/21/64, Comdr. F. W. Benson, Jr.

CONCORD (AFS–5)

(B) National Steel and Shipbuilding Co., San Diego, Calif.; (K) 3/26/66; (L) 12/17/66; (S) Mrs. Ulysses S. G. Sharp, Jr.; Scheduled to be commissioned in May 1968.

CONNOLE (DE–1056)

(B) Avondale Shipyards, Inc., Westwego, La.; (K) 3/13/67; Scheduled to be launched in March 1968; Scheduled commissioning date not available.

CONYNGHAM (DDG–17)

(B) New York Shipbuilding Corp., Camden, N.J.; (K) 5/1/61; (L) 5/19/62; (S) Mrs. Carl Albert; (C) 7/13/63; Comdr. Edwin P. Smith.

CORONADO (LPD–11)

(B) Lockheed Shipbuilding and Construction Co., Seattle, Wash.; (K) 5/3/65; (L) 7/30/66; (S) Mrs. Stanhope Ring; Scheduled to be commissioned in 1969.

CORPUS CHRISTI BAY (T–ARVH–1) ex-ALBEMARLE (AV–5)

Name assigned 3/27/65; Converted at Naval Shipyard, Charleston, S.C., in 1964–66; Placed in service 1/11/66; Civilian crew.

CROCKETT (PG–88)

(B) Tacoma Boatbuilding Co., Inc., Tacoma, Wash.; (K) 6/18/65; (L) 6/4/66; (S) Mrs. Charles L. Horjes; (C) 6/24/67, Lt. Michael H. Freeman.

DACE (SSN–607)

(B) Ingalls Shipbuilding Corp., Pascagoula, Miss.; (K) 6/6/60; (L) 8/18/62; (S) Mrs. Gerald E. Ford; (C) 4/4/64, Comdr. J. A. Walsh.

DAHLONEGA (YTB–770)

(B) Mobile Ship Repair Inc., Mobile, Ala.; (K) November 1963; (L) 3/23/64; Placed in service 1964.

DALE (DLG–19)

(B) New York Shipbuilding Corp., Camden, N.J.; (K) 9/6/60; (L) 7/28/62; (S) Mrs. Daniel J. Flood; (C) 11/23/63, Captain R. R. Crutchfield.

DANIEL BOONE (SSBN–629)

(B) Mare Island Naval Shipyard, Vallejo, Calif.; (K) 2/6/62; (L) 6/22/63; (S) Mrs. James H. Wakelin, Jr.; (C) 4/23/64, Comdr. G. P. Steele (b) and Lt. Comdr. A. B. Crabtree (g).

DANIEL WEBSTER (SSBN–626)

(B) General Dynamics Corp., Groton, Conn.; (K) 12/28/61; (L) 4/27/63; (S) Mrs. W. Osborn Goodrich; (C) 4/9/64, Comdr. M. S. Blair (b) and Comdr. L. S. Smith, Jr., (g).

DAVIDSON (DE–1045)

(B) Avondale Shipyards Inc., Westwego, La.; (K) 9/30/63; (L) 10/2/64; (S) Mrs. Lyal A. Davidson; (C) 12/7/65, Comdr. H. L. Stanfield.

DEFIANCE (PG–95)

(B) Peterson Builders, Inc., Sturgeon Bay, Wis.; Scheduled to be laid down 9/25/67; Scheduled to be launched in June 1968; Scheduled to be commissioned in 1969.

DENVER (LPD–9)

(B) Lockheed Shipbuilding and Construction Co., Seattle, Wash.; (K) 2/7/64; (L) 1/23/65; (S) Mrs. John A. Love; Scheduled to be commissioned in 1968.

DE STEIGUER (AGOR–12)

(B) Northwest Marine Iron Works, Portland, Oreg.; (K) 11/12/65; (L) 3/21/66; Scheduled to be placed in service in 1968; Civilian crew.

DETROIT (AOE–4)

(B) Puget Sound Naval Shipyard, Bremerton, Wash.; (K) 11/29/66; Scheduled to be launched July 1968; Scheduled to be commissioned in 1969.

DIXON (AS–37)

(B) General Dynamics Corp., Quincy, Mass ; Scheduled to be laid down 9/7/67; Scheduled to be launched in May 1968; Scheduled to be commissioned in 1969.

DOLPHIN (AGSS–555)

(B) Portsmouth Naval Shipyard, Portsmouth, N.H.; (K) 11/9/62; Scheduled to be launched in May 1968; Scheduled to be commissioned in 1968.

DUBUQUE (LPD–8)

(B) Ingalls Shipbuilding Corp., Pascagoula, Miss.; (K) 1/25/65; (L) 8/6/66; (S) Mrs. Harold E. Hughes; Scheduled to be commissioned in September 1967.

DULUTH (LPD–6)

(B) New York Naval Shipyard, Brooklyn, N.Y.; (K) 12/18/63; (L) 8/14/65; (S) Mrs. C. Bruce Solomonson; (C) 12/18/65, Captain M. G. Tremaine.

DURHAM (AKA–114)

(B) Built at Newport News Shipbuilding & Drydock Co., Newport News, Va.; (K) 4/24/67; (L) 7/10/67; (S) Scheduled to be commissioned in January 1969.

EDWARD McDONNELL (DE–1043)

(B) Avondale Shipyards, Inc., Westwego, La.; (K) 4/1/63; (L) 2/15/64; (S) Mrs. Edward McDonnell; (C) 2/15/65, Comdr. D. L. Banks, Jr.

ENGLAND (DLG–22)

(B) Todd Shipyard Corp., San Pedro, Calif.; (K) 10/4/60; (L) 3/6/62; (S) Mrs. Clair Engle; (C) 12/7/63, Captain W. J. Caspari.

ENSENADA (YF–852)

(B) Erie Concrete & Steel Supply Co., Erie, Pa.; (K) March 1945; (L) August 1945; Placed in service 1964.

FINBACK (SSN–670)

(B) Newport News Shipbuilding and Dry Dock Co., Newport News, Va.; (K) 6/26/67; Scheduled to be launched in November 1968; Scheduled to be commissioned in 1969.

FLAGSTAFF (TAGM–21) ex-MC 1272, SS MISSION SAN JUAN

Renamed MERCURY (TAGM–21) 9/1/65.

FLAGSTAFF (PGH–1)

(B) Grumman Aircraft Engineering Corp., Stuart, Fla.; (K) 7/15/66; Scheduled to be launched in November 1967; Scheduled to be commissioned in 1968.

FLASHER (SSN–613)

(B) General Dynamics Corp., Groton, Conn.; (K) 4/14/61; (L) 6/22/63; (S) Mrs. P. B. Fay, Jr.; (C) 7/22/66, Comdr. K. M. Carr.

FLYER (TAG–178) ex-MC–1209, SS WATERWITCH, SS AMERICAN FLYER

(B) Moore Drydock Co., Oakland, Calif.; (K) 10/30/44; (L) 12/20/44; (S) Miss Margaret Helen Finnell; Placed in service 2/9/65; Name assigned 3/22/65; Civilian crew.

FLYING FISH (SSN–673)

(B) General Dynamics Corp., Electric Boat Div., Groton, Conn.; (K) 6/30/67; Scheduled to be launched in March 1969; Scheduled commissioning date not available.

FOX (DLG–33)

(B) Todd Shipyards Corp., Los Angeles Div., San Pedro, Calif; (K) 1/15/63; (L) 11/21/64; (S) Mrs. Charles E. Bennett; (C) 5/8/66, Captain R. O. Welander.

FRANCIS HAMMOND (DE–1067)

(B) Todd Shipyards Corp., San Pedro, Calif.; (K) 7/15/67; Scheduled to be launched in April 1968; Scheduled commissioning date not available.

FRANCIS SCOTT KEY (SSBN–657)

(B) General Dynamics Corp., Groton, Conn.; (K) 12/5/64; (L) 4/23/66; (S) Mrs. Marjorie Key Thorne and Mrs. William T. Jarvis; (C) 12/3/66, Captain F. W. Graham (b) and Lt. Comdr J. B. Logan (g).

FREDERICK COUNTY (LST–1184)

(B) National Steel & Shipbuilding Co., San Diego, Calif.; Scheduled to be laid down in December 1967; Scheduled to be launched in June 1968; Scheduled commissioning date not available.

FURER (DEG–6)

Renamed JULIUS A. FURER (*q.v.*) 4/5/66.

FURMAN (TAK–280) ex-MCV–174, SS FURMAN VICTORY

(B) Oregon Shipbuilding Corp., Portland, Oreg.; (K) 1/23/45; (L) 3/6/45; (S) Mrs. Carl Donaugh; Converted at American Shipbuilding Co., Toledo, Ohio, in 1963–64; Name assigned 9/14/64; Placed in service 10/14/64; Civilian crew.

"I regard the steady increase of naval strength as not a war, but a peace measure—a measure of defense involving grave questions of commercial security and national independence. Negotiation and diplomacy will be exhausted before war is made upon a nation of brave men, powerful, and ready for the conflict."

—James C. Dobbin, *Secretary of the Navy, Annual Report to the President, 1855.*

James C. Dobbin,
Secretary of the Navy,
Annual Report to the President, 1855.

NAVY SHIPBUILDING PROGRAM FISCAL YEAR 1967

The 1967 Shipbuilding Program provides for the construction of the following ships:

COMBATANT WARSHIPS	
Nuclear-powered Aircraft Carrier (CVAN)	1
Nuclear-powered Attack Submarines (SSN)	5
Nuclear-powered Guided Missile Frigate (DLGN)	1
AMPHIBIOUS WARFARE SHIPS	
Dock Landing Ship (LSD)	1
Tank Landing Ships (LST)	11
MINE WARFARE SHIPS	
Ocean Minesweepers (MSO)	5
PATROL SHIPS	
Escort Ships (DE)	10
AUXILIARY SHIPS	
Ammunition Ships (AE)	2
Combat Store Ship (AFS)	1
Oceanographic Research Ship (AGOR)	1
Surveying Ships (AGS)	2
Replenishment Fleet Oilers (AOR)	2
Submarine Rescue Ship (ASR)	1
Salvage Tugs	2
LANDING AND SERVICE CRAFT (MISCELLANEOUS)	311

The nuclear-powered attack carrier in the building program will be an improved version of

ENTERPRISE (CVA(N)-65). She will be powered with the new two-reactor plant that has been under development by the Atomic Energy Commission. The carrier will have a length overall of 1,092 feet, a waterline beam of 134 feet, and a full-load displacement of approximately 91,300 tons.

The nuclear-powered attack submarines (SS (N)) are the same class as the previous years' program. Designed for maximum effectiveness against all types of ships, particularly enemy submarines, these high-speed, 300-foot, 4,650-ton submarines will be equipped with a long-range detection system and the antisubmarine rocket (Subroc).

The guided missile frigate (DLG(N)) will be nuclear-powered and equipped with the Tartar missile. This 10,100-ton ship will be capable of operating offensively, either independently or with strike, antisubmarine, or amphibious forces against submarine, air and surface threats. She will have an overall length of 596 feet and a maximum beam of 60 feet.

Of great interest in this building program will be the submarine rescue ship (ASR), the first of a new class of ASRs. She will have the capability to provide mobile search and rescue facilities and limited mobile salvage facilities for submarines. In addition this ASR will have the capability to provide target, weapon recovery, and escort services to submarines and trained divers and equipment for rescue and salvage to other units when needed. This ship is designed with the capability of handling and tending the Navy's new deep-submergence vehicles. The catamaran design of this ASR is unique; it will give greater stability when operating equipment at depth. Overall length will be 238 feet, maximum beam 86 feet and full-load displacement is in excess of 3,000 tons.

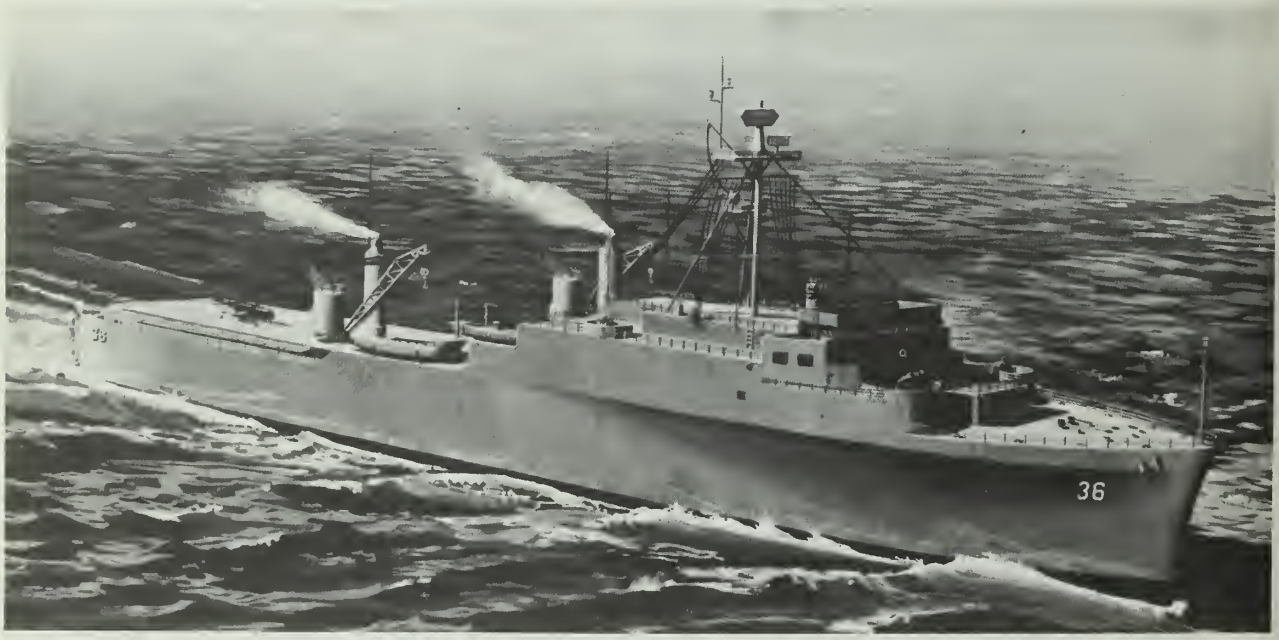
The 311 miscellaneous landing and service craft include barges, lighters, and various landing craft of all sizes whose combined functions consist of landing men, vehicles, and equipment from ship to shore.

"Tomorrow the shipbuilding which we are planning now will encounter its test in the events and missions which may occur then—our effort today must be adequate to the tasks of tomorrow."

—David L. McDonald, Admiral, U.S. Navy, Chief of Naval Operations.

256-125 O - 66 - 56

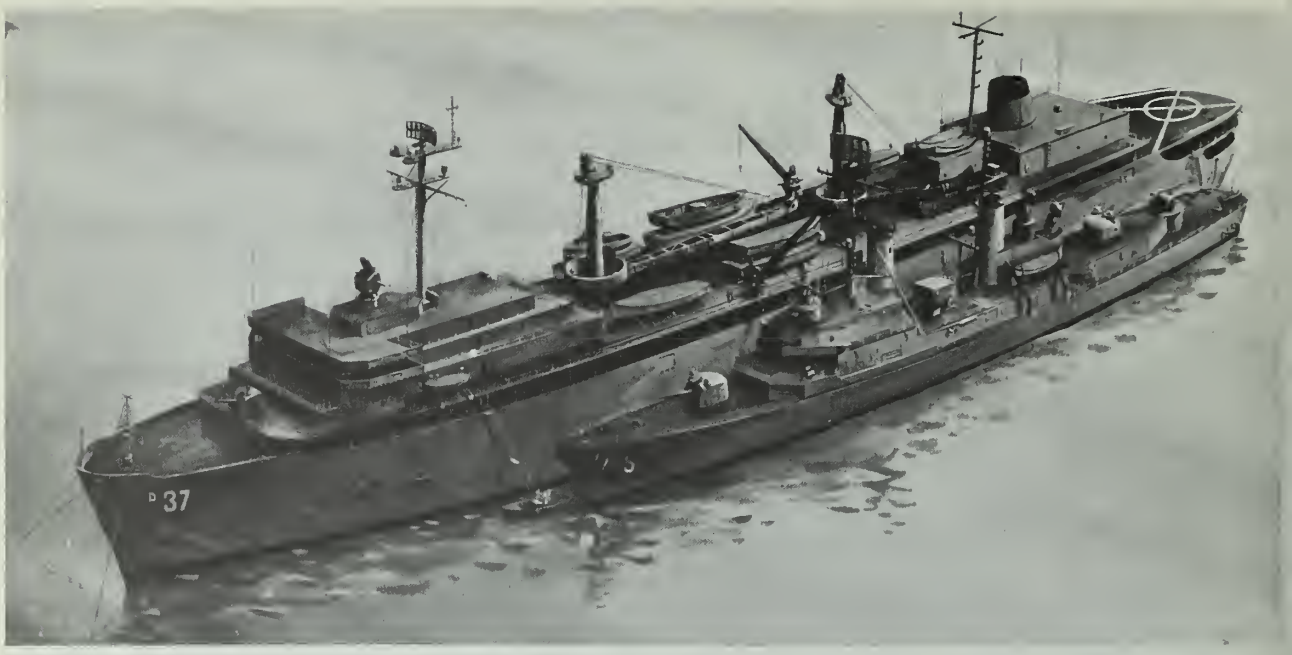
The constantly-evolving scientific Navy is deployed and ready to maintain the peace.



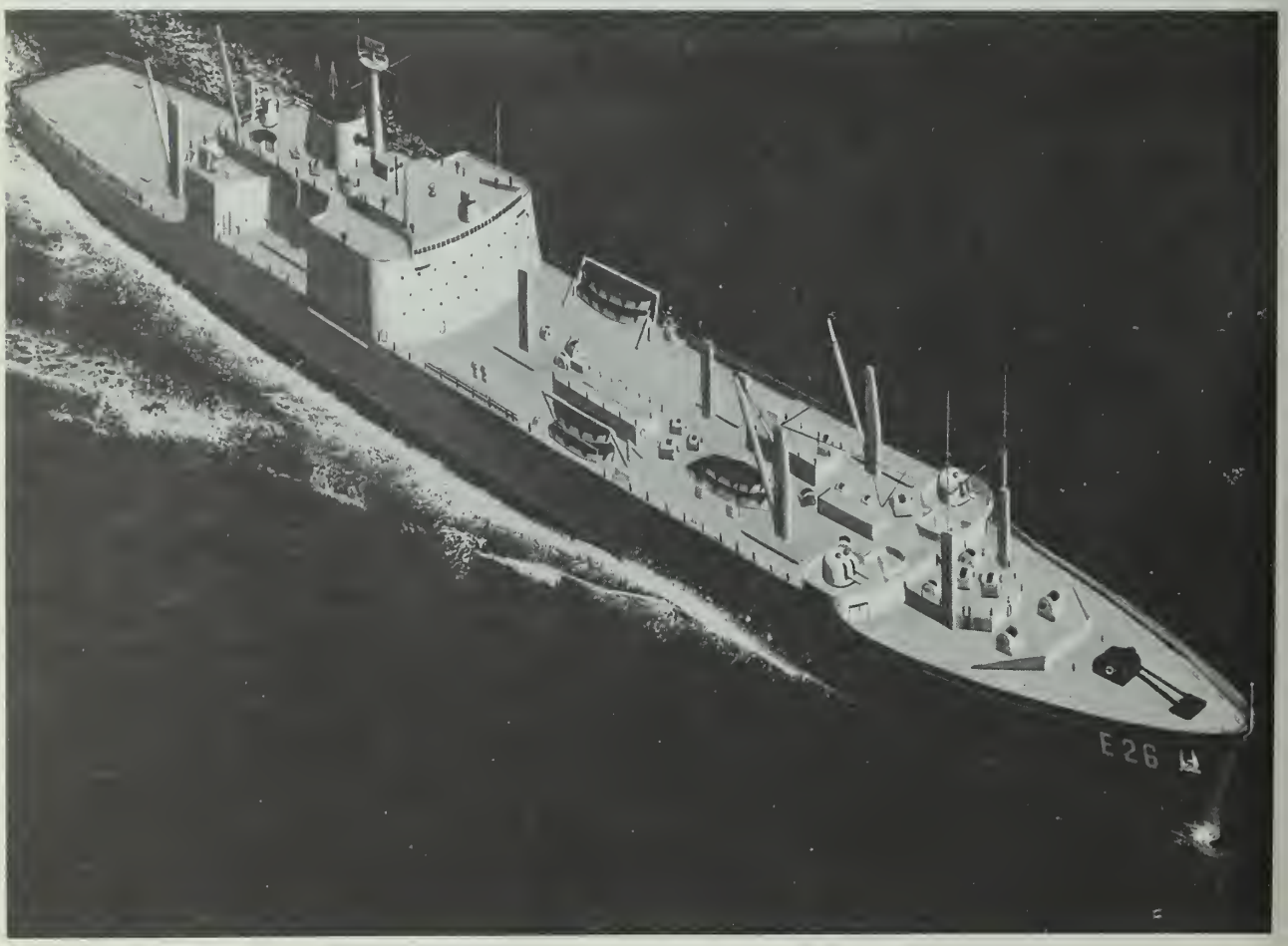
LSD—dock landing ship

PG—patrol gunboat

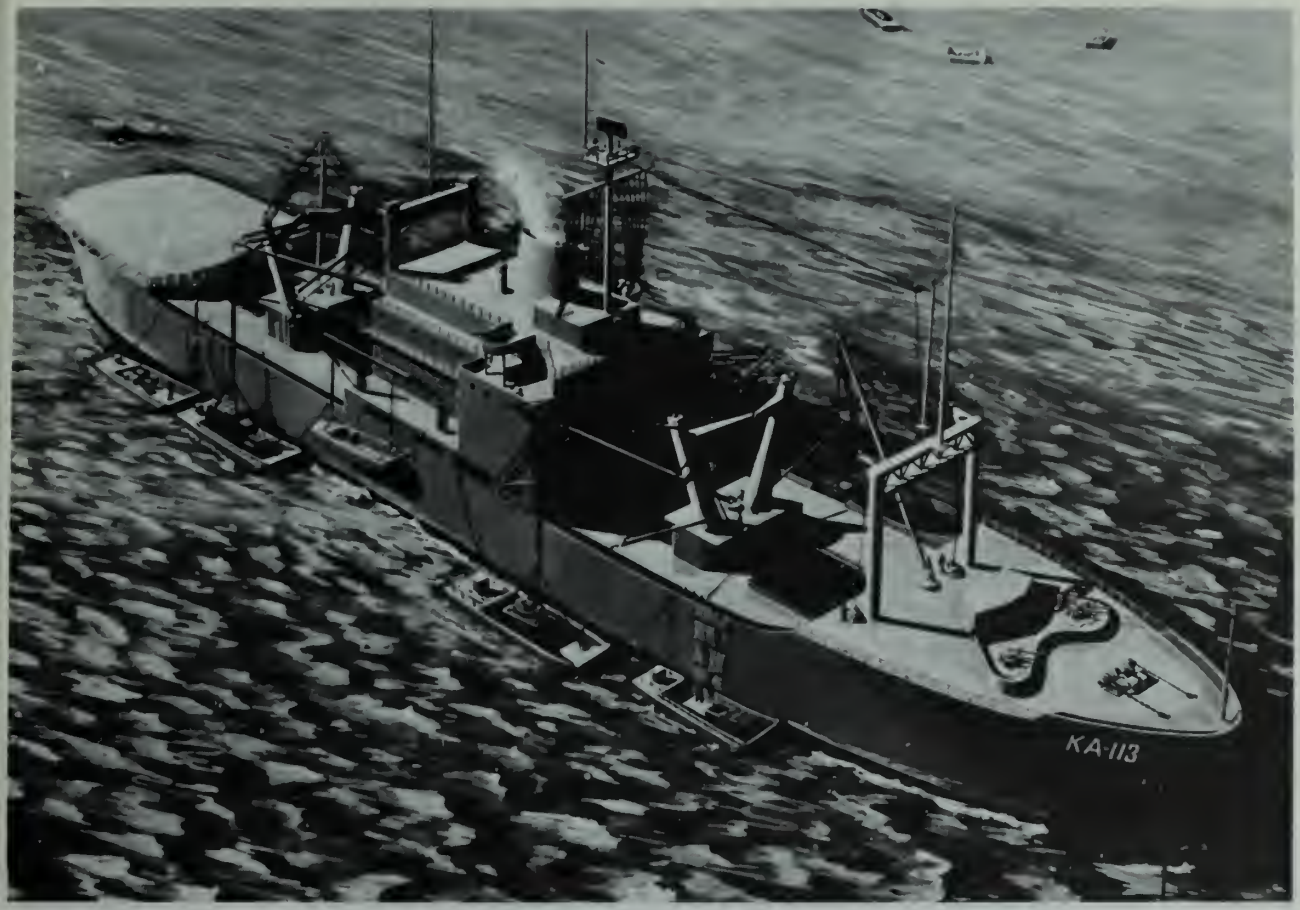
AGOR—oceanographic research ship



AD—destroyer tender

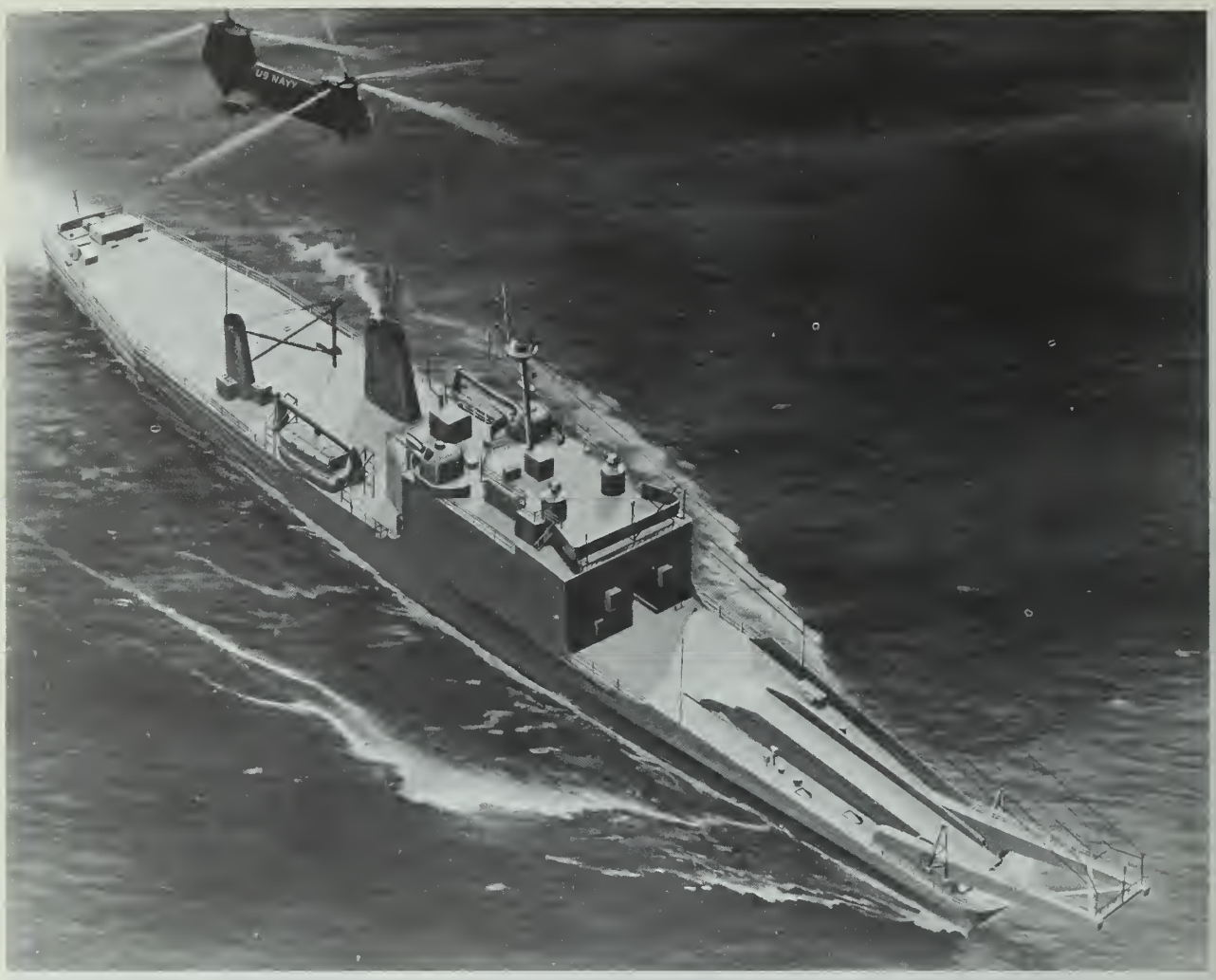


AE—ammunition ship

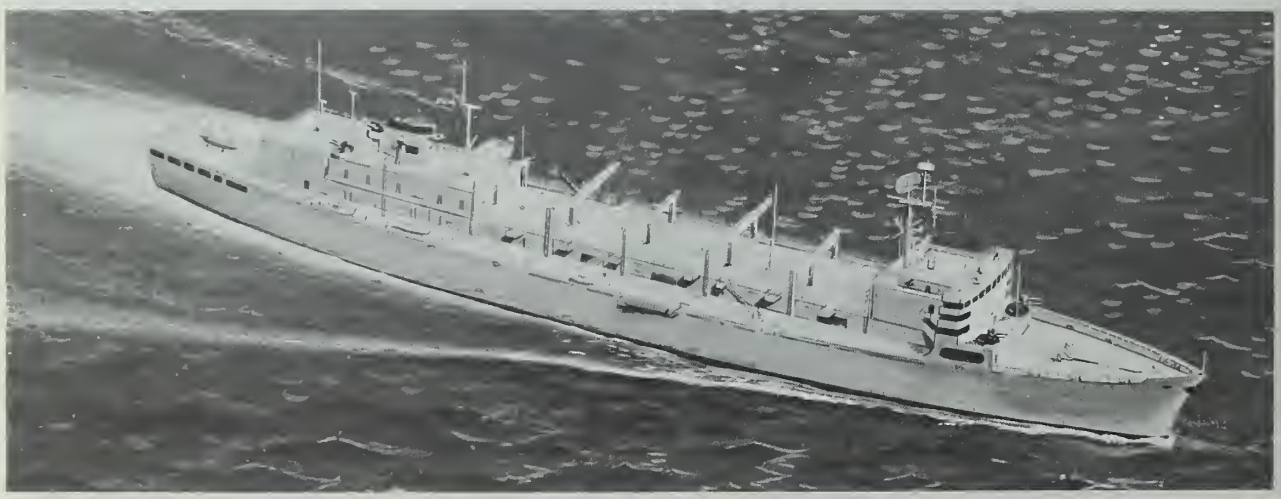


AKA—attack cargo ship

AFS—combat store ship

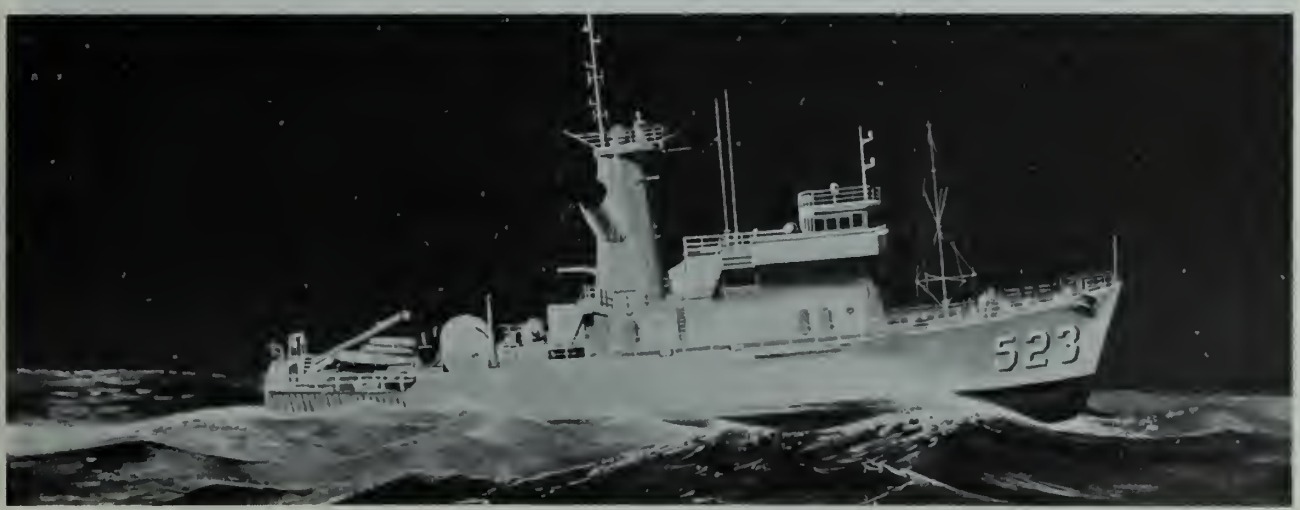


LST—tank landing ship

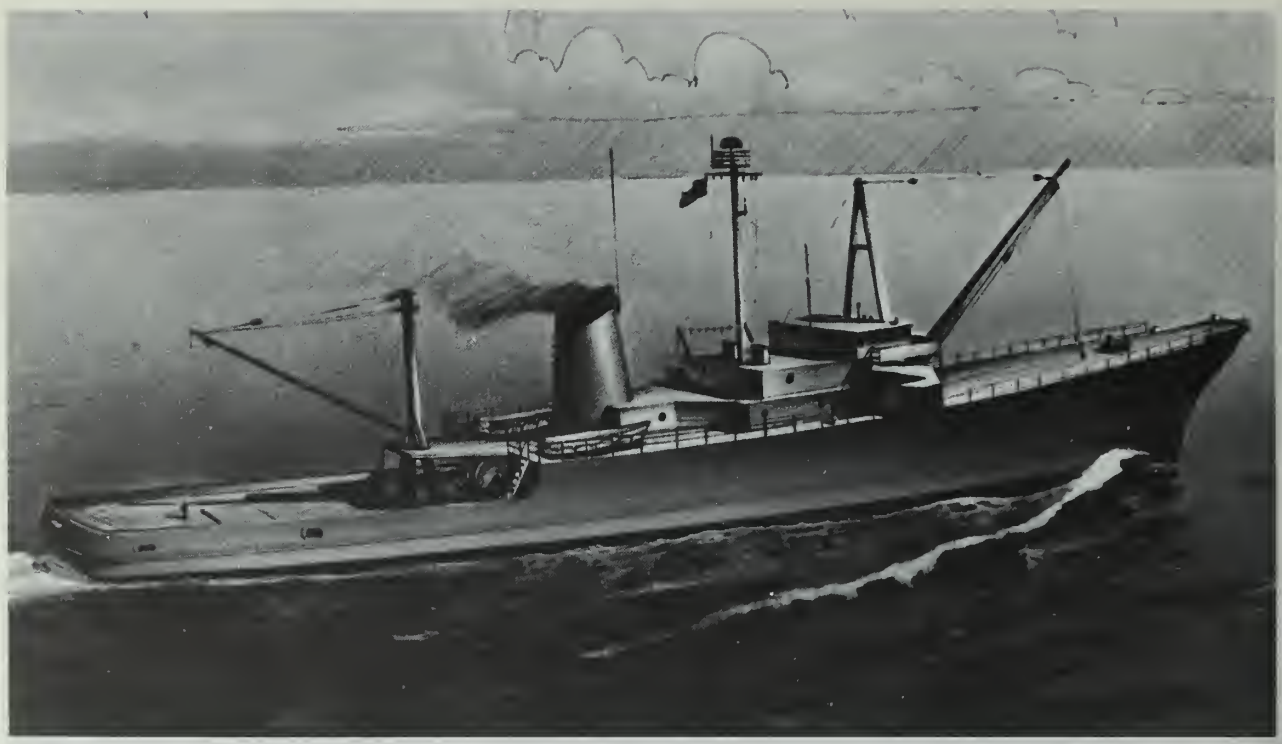


AOE—fast combat support ship

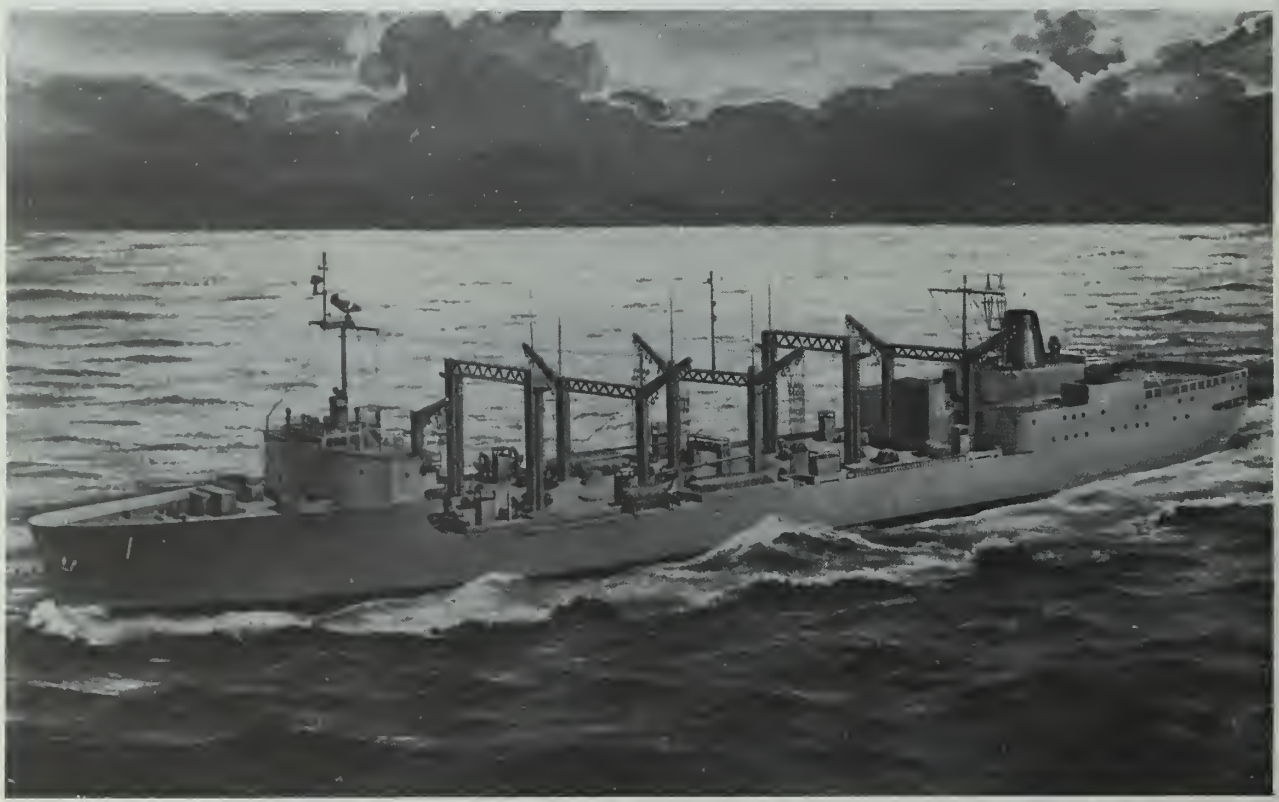
PGH—patrol gunboat (hydrofoil)



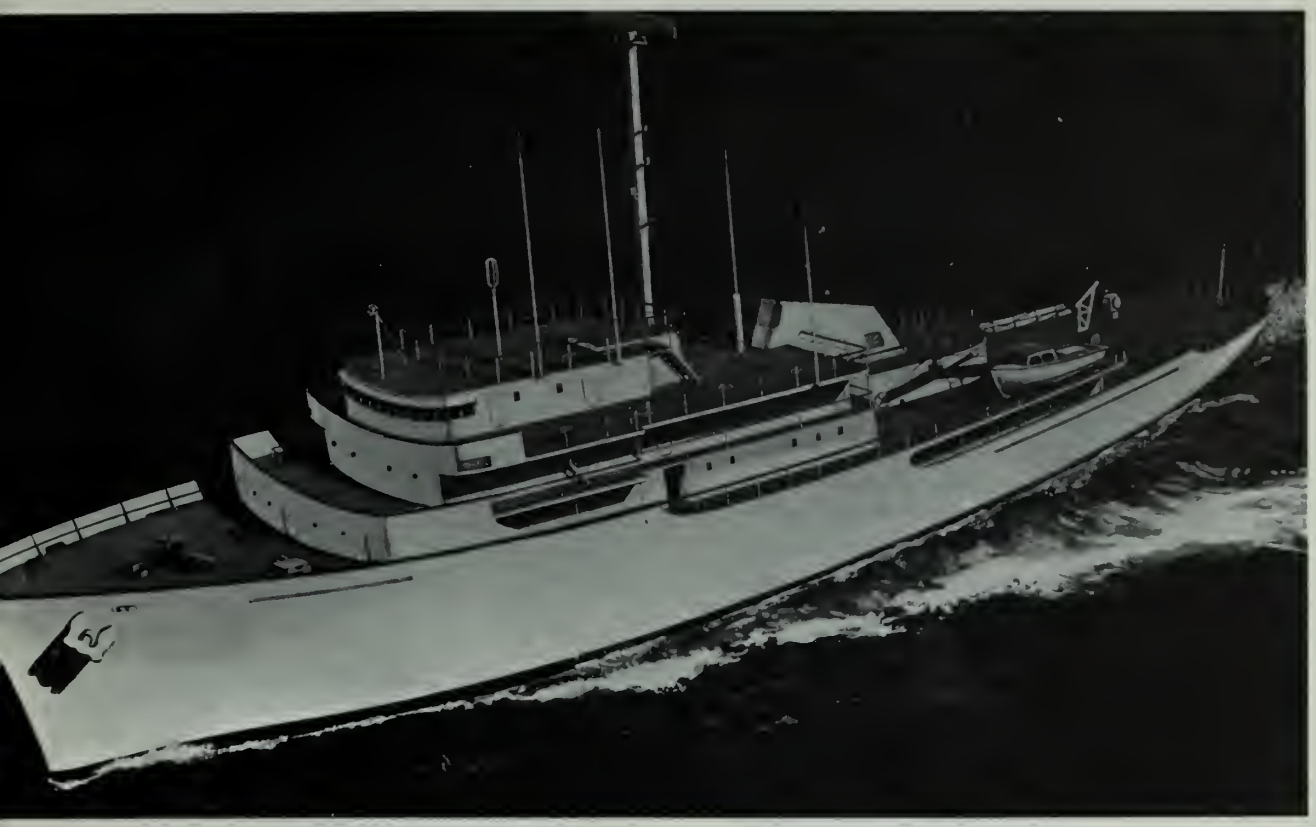
MSO—minesweeper, ocean (non-magnetic)



ATS—salvage tug



AOR—replenishment oiler



AGS—surveying ship

ASR—submarine rescue ship

Appendix VI

ERRATA, VOLUMES I AND II

Errors creep into any human undertaking. Despite efforts to make the *Dictionary of American Naval Fighting Ships* as accurate as possible, some errors went unnoticed into print. Through the assistance of a number of kind readers we have since been able to compile a list of errata, excluding most typographical errors. "Line" is counted from the first or last line of the text of the entry indicated or of the column if the entry starts or finishes in another column. "Stat." denotes the statistics section of the entry. The original material is in quotation marks with the corrected insertions underlined.

VOLUME I (REPRINT WITH CORRECTIONS 1964)

Page	Entry	Column	Line	Corrections
28	*Alfred*	1	Stat	Change "280" to 300
34	*Alioth*	1	1	Change "25 July" to 2 August
35	*Almandite*	1	2	Add renamed *Almandite* 9 January 1942 before "purchased"
40	*America* (SL)	1	4 up	Change "2" to 3
67	*Ashland*	1	3	Add , Inspector of Naval Material, San Francisco before "; commissioned"
126	*Biscayne*	1	3	Delete "Lieutenant"
171	*Buffalo* II	2	4	Correct spelling *Nictheroy*
206	DETROIT	1	Commissioned	Change "94" to 93
211	SALT LAKE CITY	2	Built at	Change "New York Navy Yard, Brooklyn, N.Y. to American Brown Boveri Electric Corp., Camden, N.J., a subsidiary of New York Shipbuilding Co.
274	DUPONT	2	Commissioned	Change "3" to 23
276	DELONG	1	Commissioned	Change "12" to 27
280	CASSIN	1	Commissioned	Change second "8" to 9 (9 August 1913)
280	CUMMINGS	1	Commissioned	Change "20" to 19
282	DAVIS	1	Commissioned	Change "4" to 15
286	ELLIOT	2	Commissioned	Change "24" to 25
294	FARQUHAR	1	Commissioned	Change "7/31" to 8/5
303	DE HAVEN	2	Commissioned	Change "20" to 21
323	CHARLES H. ROAN	1	Commissioned	Change "2" to 12
324	FLOYD B. PARKS	2	Commissioned	Change "8" to 7
337	KEITH	1	1	Add (ex-USS *Scott*) before "Keel laid"
337	CANFIELD	2	Commissioned	Change "7/2/43" to 7/22/43

VOLUME II

Page	Entry	Column	Line	Corrections
xvii	*Commodore Barney*	1	5 up	Change "*Barney*" to *Perry*
xviii	AIRCRAFT CARRIER APPENDIX	2	10	Change "USS *Princeton* (CVL–23)" to *Lexington* and *Yorktown* planes destroy *Shoho* in Coral Sea.
xviii	CONFEDERATE FORCES AFLOAT APPENDIX	1	2 up	Change "*Hunley*" to *H. L. Hunley*
xviii	CONFEDERATE FORCES AFLOAT APPENDIX	2	1	Change "*Hunley*" to *H. L. Hunley*
3	*Cabezon*	1	2 up	Change "1,631–" to 2,631–
3	*Cabildo*	2	Stat	Change "*Ashland*" to *Casa Grande*
25	*Candoto*	1	1	Add built by Gulfport Boiler and Welding Works, Port Arthur, Texas, under subcontract from General Motors and before "placed in service"
25	*Canibas*	2	2	Change "Bath Iron Works" to Texas Shipbuilding Company
26	*Canonicus* II	2	7	Delete "USNRF"
27	*Canuck*	2	1	Add , built by Gulfport Boiler and Welding Works Port Arthur, Texas, under subcontract from General Motors, before "served"
32	*Capps*	2	3	Change "*Almirante Ferrandiz*." to *Lepanto*.
38	*Carnelian*	1	1	Change "built as the yacht *Seventeen* in 1930 by Bath Iron Works, Bath, Maine" to launched 18 October 1930 as *Trudione* by Bath Iron Works, Bath, Maine, and later renamed *Seventeen*
47	*Cassin* I	2	Last	Add 1924 after "28 April"
48	*Cassin* I	1	1	Change "23 May 1932" to 30 June 1933
48	*Cassin* II	1	16	Change "BB–35" to BB–38
53	*Catawba* I	2	1	Change "screw steamer" to monitor
63	*Ceres*	2	2	Change "in New York" to at Keyport, N. J.,
68	*Chanagi*	2	1–2	Change "laid down as YT–380 and launched by General Motors Corporation" to built as YT–380 by Gulfport Boiler and Welding Works Port Arthur, Texas, under subcontract from General Motors and launched
84	*Charlottesville*	1	Stat	Change "393'11";" to 303'11";
84	*Charr*	2	25	Change "*Besugo*" to *Charr*
90	*Chauncey* III	2	31	Change "1945" to 1944
90	*Chauncey* III	2	38	Change "September" to April
93	*Chenango* II	1	Stat	Change "AO–31" to CVE–28
94	*Chepanoc*	2	1	Change "was laid down as YT–381 by the General Motors Corporation" to , built by Gulfport Boiler and Welding Works, Port Arthur, Texas, under subcontract from General Motors, was laid down as YT–381
100	*Chewink*	2	14	After submarines add she was reclassified ASR–3 on 12 September 1929.
101	Illustration		1	Change "FADM" to Fleet Admiral
101	*Cheyenne* (CL–117)	2	2 up	Change "11" to 12
104	*Chicomico*	2	1	Change "was laid down as YT–378 and launched by General Motors Corp.," to , built by Gulfport Boiler and Welding Works, Port Arthur, Texas, under subcontract from General Motors, was laid down as YT–378 and launched
106	*Childs*	2	9 up	Change "AVP–15" to AVP–14

Page	Entry	Column	Line	Corrections
116	*Christopher*	1	After Stat	Insert as first paragraph *Christopher* (DE–100) was launched 19 June 1943 by Dravo Corp., Wilmington, Del.; sponsored by Mrs. Carl Christopher, mother of Ensign Christopher; and commissioned 23 October 1943, Lieutenant A. W. P. Trench in command.
116	*Christopher*	2	2 up	Change "Japan" to Brazil
125	*Claxton* I	1	3	Change "15" to 13
128	*Clemson*	2	7 up	Change "1 May" to 7 March
133	*Clyde* I	1	Last	Change "1963" to 1863
134	*Coates*	1	3 up	Correct spelling *Juneau*
134	*Coatopa*	2	1	Add , built by Gulfport Boiler and Welding Works, Port Arthur, Texas, under subcontract from General Motors, before "served"
134	*Cobbler*	2	1	Change "SSE–344" to SS–344
135	*Cochali*	2	1	Add was built by Gulfport Boiler and Welding Works, Port Arthur, Texas, under subcontract from General Motors and before "served"
144	*Colonial*	1	Stat	Change "*Ashland*" to *Casa Grande*
152	*Comet* IV	1	1	Add 1957 after "31 July"
157	*Comstock*	1	Stat	Change "*Ashland*" to *Casa Grande*
157	*Comstock*	1	3	Change "Mrs. D. C. Park" to Mrs. H.O. Redue, Jr.
158	Illustration		1	Add (shown at far left) after "Manila Bay"
159	*Concord* IV	1	15	Change "Herbert Hoover" to Calvin Coolidge
165	*Conklin*	1	19	Change "20" to 19
165	*Conklin*	1	25	Change "Four days later" to On 23 January
165	*Conklin*	1	27	Change "*I–47*" to *I–48*
166	*Pompanoosuc*	1	1	Change "ship" to screw steamer
167	*Connolly*	2	After Stat	Insert as first paragraph *Connolly* (DE–306) was launched 15 January 1944 by Mare Island Navy Yard; sponsored by Mrs. Mary F. Connolly, widow of Chief Pay Clerk Connolly; and commissioned 8 July 1944, Lieutenant W. A. Collier in command.
170	*Constellation* I	2	Stat	Change "dp." to t.
173	Upper illustration		1	Delete "(Frigate)"
175	Illustration		1	Delete "(Frigate)"
177	*Contoocook* I	1	1	Correct spelling *Contoocook*
177	*Contoocook* (AO–104)	1	1	Correct spelling *Contoocook*
186	*Core*	2	4	Change "AKV–13" to AKV–41
187	*Cormorant* I	2	22 up	Change "ATO–135" to ATO–133
188	*Cornubia*	1	Stat	Change "102';" to 210';
192	*Corsair* II	1	12 up	Change "In September 1947" to On 31 July
196	*Courier* III	2	Last	Change "1921" to 1941
204	*Crescent City*	2	Last	Change "AP–51" to APA–23
207	*Croatan* I	2	1–2	Change "crews for the North African operations. After another gust 1942, " to *Croatan* (AVG–25) was reclassified ACV–25, 20 August 1942
213	*Culgoa*	2	4 up	Change "1889" to 1899
213	*Culgoa*	2	3 up	Correct spelling *Culgoa*
214	*Cumberland* I	2	4	Change "1943" to 1843 and "1945" to 1845
214	*Cumberland* I	2	7	Change "1946" to 1846
214	Illustration	2	1	Delete "(Frigate)"
215	Illustration	1	1	Delete "(Frigate)"
215	*Cumberland Sound*	1	1	Change "11 January" to 23 February
216	*Curb*	2	3 up	Change "N.J." to Texas
222	*Cushing* I	1	Stat	Delete "; cl. *Cushing*"
225	*Cuyahoga*	1	Stat	Change "YX–21" to IX–21
225	*Cuyahoga*	1	6	Change "YX–21" to IX–21

Page	Entry	Column	Line	Corrections
226	*Cyane* I	1	2 up	Change "1885" to 1835
227	*Cymophane*	1	1	Change "PLC–26" to PYc–26
230	*Dace* I	1	7 up	Correct spelling *Leonardo Da Vinci*
231	*Daffodil*	1	2	Change "Newport, Ky." to Keyport, N.J.
231	*Dahlgren* I	2	4	Change "19" to 16
231	*Dahlgren* II	2	Stat	Change "1,060;" to 1,190; and "Wickes" to Clemson
256	*Delbert W. Halsey*	1	Last	Change "9" to 5
257	*DeLong* III	2	11	Add However, her conversion was canceled because of the end of hostilities; and she resumed the designation of DE–684. before "She arrived"
259	*Dempsey* (DE–267)	2	4	Change "14 June" to 23 August
263	Illustration	-------	1	Change "FADM" to Fleet Admiral
269	*Detroit* III	2	Last	Change "in 1911" to 22 December 1910
283	*Dochra* through *Dogfish*	1–2	----------	Paragraphs mixed; see corrected entries at end of table.[1]
285	*Dolphin* IV	1	1	Change "an unarmored cruiser" to a despatch boat
289	*Donner*	1	Stat	Change "*Ashland*" to *Casa Grande*
289	*Dorado* (SS–256)	2	1	Change "SS–256" to SS–526
294	*Douglas H. Fox*	1	1	Delete "from 7 November 1956 to 20 February 1957. Between"
294	*Douglas H. Fox*	1	14 up	Add from 7 November 1956 to 20 February 1957. Between before ". . . 3 September . . ."
302	*Dubuque*	1	2 up	Change "AG–5" to AG–6
303	*Duffy* (DE–268)	1	2	Change "31 August" to 28 August
311	*Dyer*	2	1	Change "1916" to 1918
314	Illustration	-------	1	Delete "and *D–1* (*Narwhal*, SS–17)"
314	*E–2*	1	11	Change "1919" to 1918
317	*Eagre*	1	1	Change "acquired by" to transferred from the Coast and Geodetic Survey to
329	*Edward C. Daly*	1	1	Add sponsored by Mrs. John H. McQuilkin; before "retained for use"
331	*Edwards* II	1	10–11	Change "trusty four-stacker" to destroyer
335	*Elder*	2	14	Change "*Deliverer*" to *Deliver*
335	*Eldorado*	2	Stat	Change "*Appalachian*" to *Mount McKinley*
353	*Enoree*	2	4	Change "1945" to 1943
354	*Enright*	1	5 up	Change "1943" to 1945
356	*Enterprise* IV	1	Last	Change "1845" to 28 October 1844
362	*Ericsson* III	2	18 up	Change "1944" to 1945
363	*Erie* II	2	Stat	Change "*Erie*" to *Ontario*
372	*Etna* I	1	Stat	Change "3″ m.," to 13″ m.,
374	*Eureka* II	2	Last	Change "IX–211" to IX–221
379	*Experiment* I	2	Stat	Change "60′;" to 84′7″;
381	*F–2*	2	5 up	Add crews of new before "submarines."
386	*Falcon* III	1	6	Change "22 January 1936" to 12 September 1929
396	*Farragut* IV	2	Stat	Add over before "30 k."
398	*Fayette*	1	1	Add , ex-AP–88, before "was launched"
402	*Fern* III	1	Stat	Change "86;" to 15; and "6 32-pdr." to 2 3-pdrs.
410	*Flambeau* I	2	11	Correct spelling peace
414	*Fleming* I	2	23	Change "13" to 18
414	*Fleming* I	2	27	Change "RO–47" to I–362
418	*Florida* IV	2	6 up	Change "1920" to 1919
421	*Floyd Hurst*	2	2 up	Add She was renamed *Guard* 7 January 1921. before "On 2 August"
421	*Floyd Hurst*	2	2 up	Change "2" to 3
428	*Forbes*	1	1	Change "*Morning* Star" to *Morning Star*

See footnote at end of table.

Page	Entry	Column	Line	Corrections
430	*Forrest*	1	23	Change "CA–3" to CA–31
433	*Fort Hindman*	2	Stat	Change "26';" to 2'4";
433	*Fort Jackson*	2	3	Change "20" to 22
434	*Fort Mandan*	1	Stat	Change "*Ashland*" to *Casa Grande*
434	*Fort Marion*	2	Stat	Change "*Ashland*" to *Fort Marion*
435	*Fort Snelling* (LSD–23)	1	2	Change "17" to 12
436	*Fortify*	1	1	Add *Fortify* was reclassified MSO–446 on 7 February 1955. before "During her"
443	*Franklin* III	1	2 up	Delete "razeed"
443	*Franklin* IV	1	3	Delete "razeed"
446	*Frazier*	1	28	Change "13 June" to 12 May
451	*Frolic* II	2	Last	Change "1877" to 1883
456	*Fulton* III	2	24	Add reclassified PG–49 on 29 September, before "and on 3 March 1931"
462	LANGLEY Class	1	Aircraft	Change "55 max." to 32 max.
477	LONG ISLAND	2	Launched	Change "1/15/40" to 1/11/40
478	COPAHEE	1	Acquired	Change "5/1/42" to 2/8/42
478	FENCER	1	Transferred	Change "3/1/43" to 2/27/43
478	CROATAN	2	Launched	Change "8/3/42" to 8/1/42
478	ATHELING	2	Transferred	Change "Transferred to U.K. 7/3/43" to Commissioned 7/3/43, Transferred to U.K. 7/31/43
480	Lower Illustration		1	Change "USS *Princeton* (CVL–23)" to *Lexington* and *Yorktown* planes destroy *Shoho* in Coral Sea.
488	CONFEDERATE FORCES AFLOAT	2	3 up	Delete "Generally speaking today: Tonnage of the"
489	CONFEDERATE FORCES AFLOAT	1	1	Add Generally speaking today: Tonnage of the before "ship alone",
492	CONFEDERATE NAVY STEEL OR IRONHULLED, SIDEWHEEL BLOCKADE RUNNERS BUILT ABROAD	1	1	Delete "with CSN operation"
503	*Bat*	1	Stat	Change "771 or 330;" to 750; and "7'6":" to 8'1";
503	*Bat*	1	Stat	Delete "dph. 9'6" or 10'9";"
510	*Colonel Lamb*	1	3 up	Change "Brazilian" to Greek
510	*Colonel Lamb*	1	3 up	Add as *Bouhouling* before "at Liverpool"
511	*Cornubia*	1	Stat	Change "411 [589, 359, 259]" to 589, "12'6";" to 13'3"; and "18" to 13
511	*Cornubia*	1	Stat	Delete "dr. 9';"
521	*Florida* (ScSlp)	1	24	Change "Nassau" to the Bahamas
521	*Florida* (ScSlp)	1	27	Delete "again"
528	*Georgian*	1	19 up	Add War before "Benjamin"
531	*H. L. Hunley*	2	28 up	Change "Breach" to Beach
532	Illustration	1	1	Add *H. L.* before "*Hunley*"
533	Illustration		1	Add *H. L.* before "*Hunley*"
534	*Harriet Pinckney*	1	2	Delete "("
534	*Harriet Pinckney*	1	2	Add) before "was"
535	*Houston*	2	1	Delete " '*Houston*', see *Austin*"
552	*Neuse*	2	2	Change "Elliot Smith & Co." to Howard and Ellis
552	*Neuse*	2	2	Add Whitehall and before "Kingston, N.C."
552	*Neuse*	2	4 up	Change "until" to for almost a month. She never left the river, and in. Delete "when"
569	*Sumter*	2	Stat	Change "347" to 437
579	*Virginia*	2	8 up	Change "checkmate" to stalemate
582	*William H. Young*	1	6 up	Correct spelling evacuated
589	THE CONFEDERATE STONE FLEET, PART B	2	3 up	Correct spelling Weir's Point

[1] The corrected entries for *Dochra* through *Dodger II* follow on page 869:

Dochra

A merchant name retained.

(Str: dp. 10,000; l. 380′; b. 51′; dr. 22′11″; s. 10 k.; cpl. 82; a. 2 4″)

Dochra (No. 1758) was built in 1906 by Swan, Hunter and Wingham Richardson, Ltd., Newcastle, England; transferred from the Shipping Board 21 October 1917; and commissioned the same day, Lieutenant Commander C. H. R. Longbottom, USNRF, in command.

Between 21 November 1917 and 16 March 1919, *Dochra* made six voyages from Halifax, Nova Scotia; Norfolk; and New York to French ports, carrying 11,874 tons of cargo, mostly beef and other foodstuffs, for the A.E.F. and naval forces operating in European waters. On 29 June 1918 she sailed from Halifax with a convoy but lost company during the night. Two days later, while seeking to rejoin her companions, she was overtaken by the German submarine *U–151* and shelled. *Dochra* beat off the attack, evaded the enemy, and returned to Halifax safely.

After the war *Dochra* sailed from New York 25 March 1919; delivered a cargo of supplies for the fleet at Guantanamo Bay, Cuba; then returned to Norfolk 15 April. She was decommissioned at New York 10 May 1919 and delivered to the Shipping Board for return to her owners the same day.

Doddridge

A county in West Virginia.

Doddridge was the name assigned to AK–176; however, the contract for construction was canceled on 16 August 1945.

Dodge County, see *LST–722*

Dodger II

Former name retained.

Dodger II (No. 46) was purchased by the Navy and commissioned on 6 July 1917. She was assigned to the 3rd Naval District, where she was assigned patrol duty. Following decommissioning, *Dodger II* was stricken from the Navy List 11 March 1919 and sold.

Dogfish

Any of various small sharks.

(SS–350: dp. 1,526; l. 311′9″; b. 27′3″; dr. 15′3″; s. 20 k.; cpl. 66; a. 1 5″, 10 21″ tt.; cl. *Gato*)

Dogfish (SS–350) was launched 27 October 1945 by Electric Boat Co., Groton, Conn.; sponsored by Mrs. A. M. Morgan; and commissioned 29 April 1946, Commander T. S. Baskett in command.

Dogfish sailed out of New London on local duties and cruised to the Caribbean and Bermuda to conduct training. She was overhauled and extensively modernized at Philadelphia Naval Shipyard from August 1947 to April 1948, and then served in experimental projects as well as normal operations at New London. From 31 October to 19 November 1948 she took part in large-scale fleet exercises ranging from the waters off Florida to Davis Strait between Labrador and Greenland.

She cruised to Scotland, England, and France between 4 February and 3 April 1949; joined in a convoy exercise off Cape Hatteras in February and March 1952; and operated along the East Coast and in the Caribbean during the next 3 years.

Dogfish sailed from New London 1 March 1955 for her first tour of duty with the 6th Fleet in the Mediterranean, returning to her home port 6 June. She called at Halifax, Nova Scotia, from 4 to 14 June 1956 during NATO Operation "New Broom." On 8 November she stood by and fought the fires on trawler *Agda* during local operations out of New London. She cruised to Faslane Bay, Scotland, between 31 January and 12 April 1958 to evaluate new equipment, and from 23 May to 8 August 1959 served in the Mediterranean once more. In October and November she took part in NATO antisubmarine exercises. After extensive overhaul, she resumed local operations from New London through 1962.

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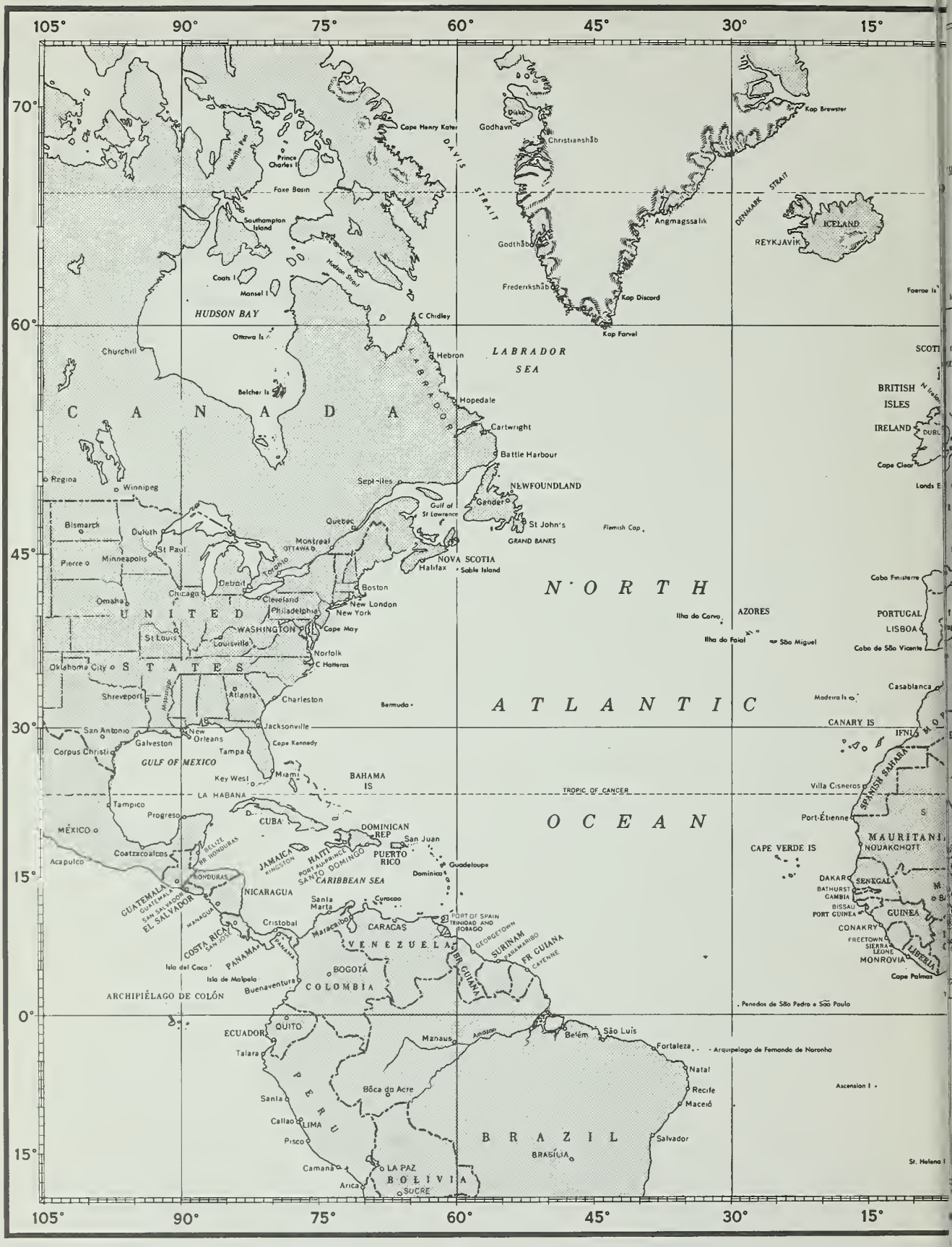
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Hudson Strait
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Godhavn
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Christianshåb
Kap Brewster
Angmagssalik
DENMARK STRAIT
ICELAND
REYKJAVIK
Godthåb
Frederikshåb
Kap Discord
Kap Farvel
Faeroe Is
C Chidley
Ottawa Is
Churchill
Hebron
LABRADOR SEA
LABRADOR
Belcher Is
C A N A D A
Hopedale
Cartwright
Battle Harbour
Regina
Winnipeg
Sept-Iles
NEWFOUNDLAND
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Quebec
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Flemish Cap
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Bismarck
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Halifax
Sable Island
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Detroit
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Boston
Cleveland
New London
Omaha
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St Louis
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Norfolk
Oklahoma City
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Shreveport
Atlanta
Charleston
Bermuda
A T L A N T I C
San Antonio
New Orleans
Jacksonville
Galveston
Cape Kennedy
Corpus Christi
Tampa
GULF OF MEXICO
Key West
Miami
BAHAMA IS
LA HABANA
TROPIC OF CANCER
Tampico
Progreso
CUBA
DOMINICAN REP
San Juan
MÉXICO
Coatzacoalcos
Acapulco
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KINGSTON
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PORT-AU-PRINCE
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GUATEMALA
SAN SALVADOR
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NICARAGUA
Santa Marta
Curacao
MANAGUA
Cristobal
Maracaibo
PORT OF SPAIN
TRINIDAD AND TOBAGO
CARACAS
COSTA RICA
SAN JOSE
PANAMA
PANAMA
V E N E Z U E L A
GEORGETOWN
SURINAM
PARAMARIBO
FR GUIANA
CAYENNE
BR GUIANA
Isla del Coco
Isla de Malpelo
Buenaventura
BOGOTÁ
C O L O M B I A
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ECUADOR
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Manaus
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Belém
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Fortaleza
Arquipelago de Fernando de Noronha
Natal
Recife
Maceió
Ascension I
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Santa
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LA PAZ
B O L I V I A
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SUCRE
St Helena I
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Cape Clear
IRELAND
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BRITISH ISLES
N Ireland
SCOTI
Lands E
Cabo Finisterre
PORTUGAL
LISBOA
Cabo de São Vicente
Ilha do Corvo
AZORES
Ilha do Faial
São Miguel
Casablanca
Madeira Is
CANARY IS
IFNI
SPANISH SAHARA
MOROCCO
Villa Cisneros
Port-Étienne
CAPE VERDE IS
MAURITANIA
NOUAKCHOTT
DAKAR
SENEGAL
BATHURST
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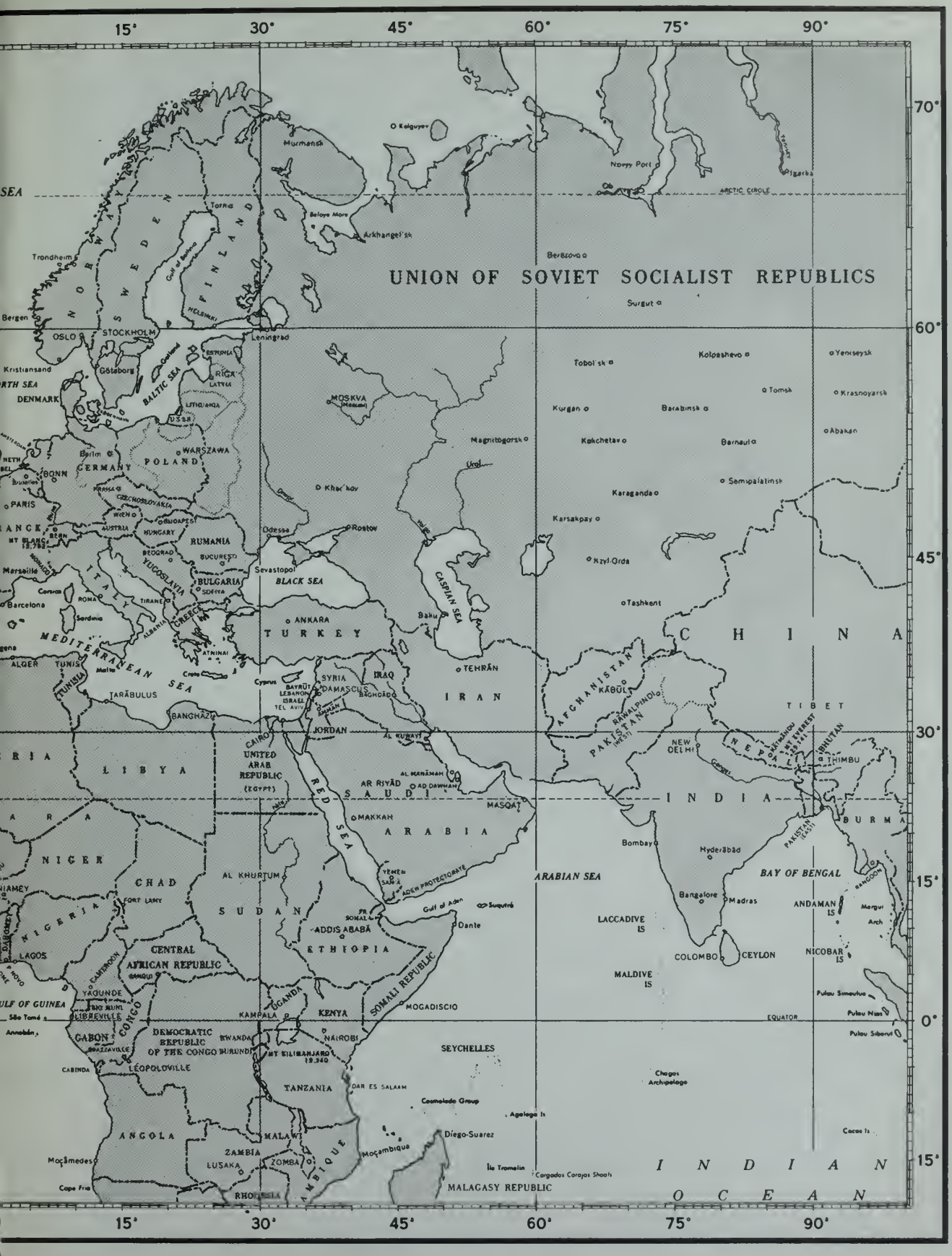
GUINEA
CONAKRY
FREETOWN
SIERRA LEONE
LIBERIA
MONROVIA
Cape Palmas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Novyy Port
Igarka
Arkhangel'sk
Beloye More
Berezovo
Surgut
Trondheim
Bergen
OSLO
STOCKHOLM
Leningrad
NORWAY
SWEDEN
FINLAND
Gulf of Bothnia
HELSINKI
Torneå
Kristiansand
Göteborg
BALTIC SEA
Gotland
ESTONIA
RIGA
LATVIA
LITHUANIA
DENMARK
MOSKVA (Moscow)
USSR
Tobol'sk
Kolpashevo
Yenseysk
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Krasnoyarsk
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Abakan
Magnitogorsk
Kokchetav
Barnaul
Ural
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AL KUWAYT
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LIBYA
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NEW DELHI
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COLOMBO
CEYLON
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FORT LAMY
AL KHURTUM
SUDAN
ADDIS ABABĀ
ETHIOPIA
Gulf of Aden
Dante
Suquirá
FR SOMALI
YEMEN
ADEN PROTECTORATE
LAGOS
CAMEROON
YAOUNDE
CENTRAL AFRICAN REPUBLIC
BANGUI
GULF OF GUINEA
São Tomé
LIBREVILLE
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CONGO
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Cosmoledo Group
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Cocos Is
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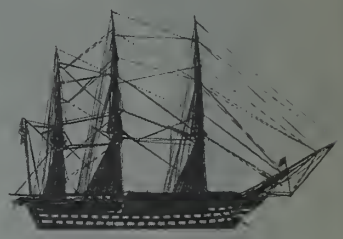

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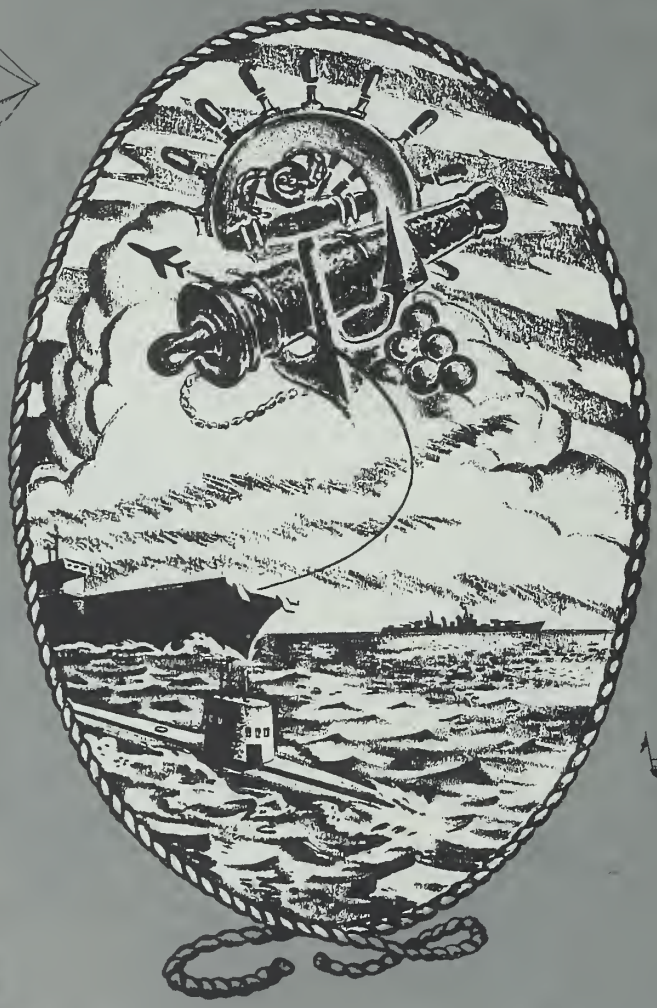

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